

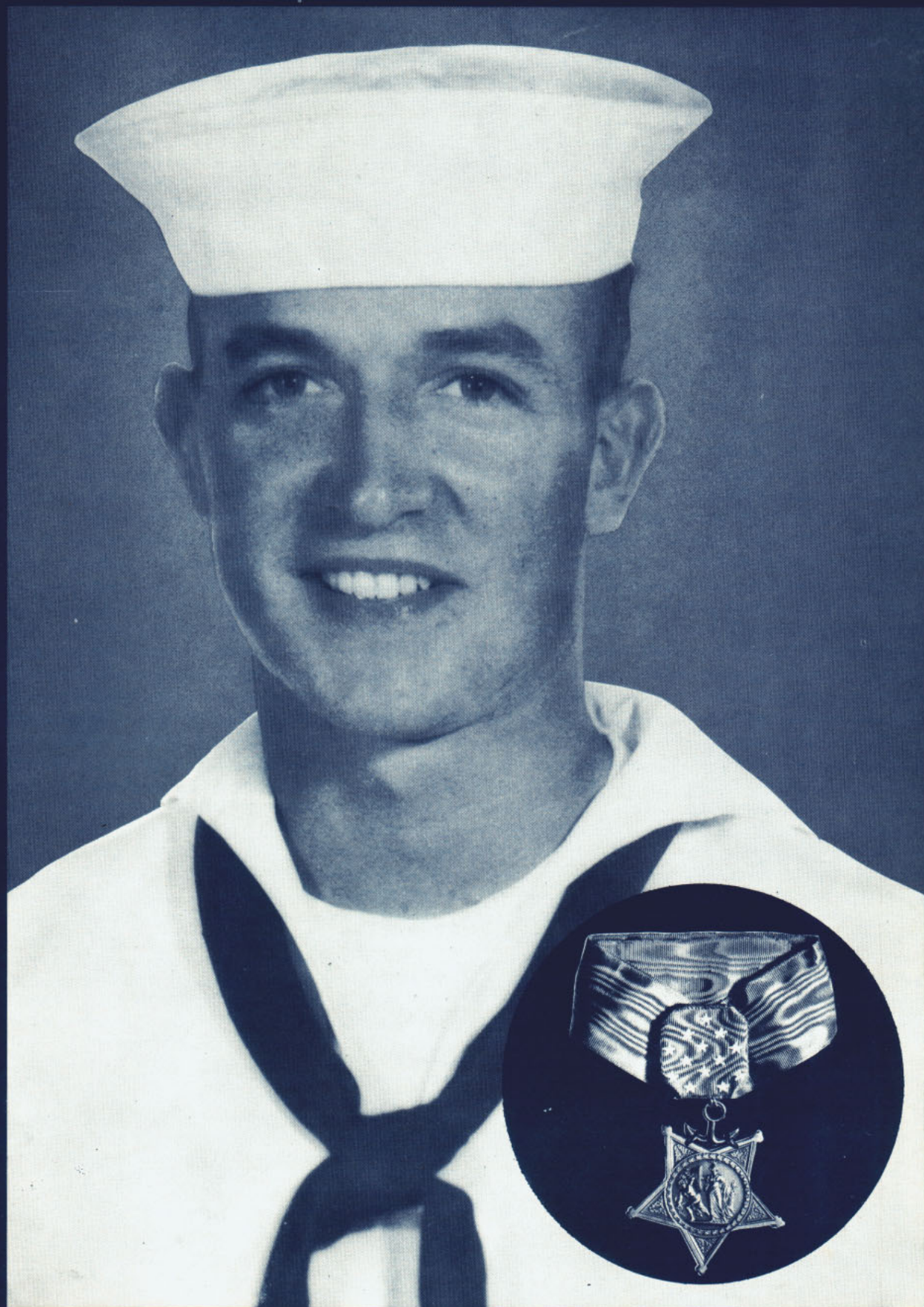
★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

in this issue:
**SMALL CRAFT:
BIG JOB IN VIETNAM**

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NOVEMBER 1966





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1966

Nav-Pers-O

NUMBER 598

ALL HANDS

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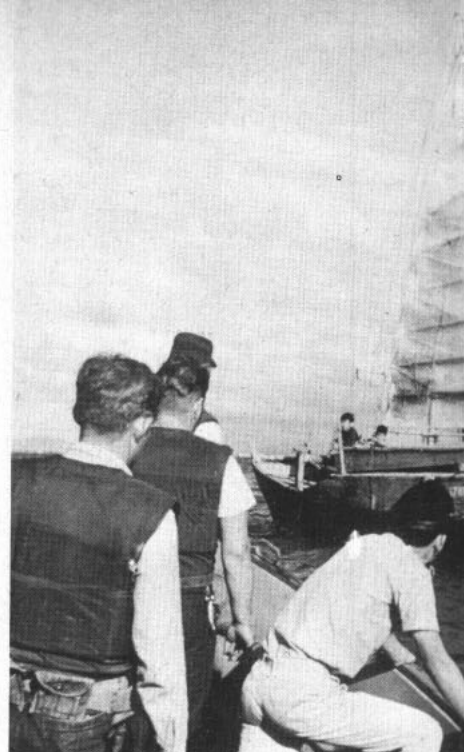
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• **FRONT COVER:** SPEED MERCHANTS—Navy PBR (Patrol Boat, River) kicks up the water as it moves out in search of Viet Cong. The new fiber glass patrol boats are propelled and steered by jets of water.

• **AT LEFT:** NATION'S TOP HONOR—Constructionman Third Class Marvin G. Shields, USN, of MCB 11, was the first Navyman to receive the Medal of Honor for heroic action in Vietnam. Shields was posthumously awarded the Nation's top award for distinguishing himself in combat at Dong Xoai when his unit was attacked by the Viet Cong.
(For full account of his actions, see page 62)

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





UP THE 'CREEK'—Patrol craft of South Vietnamese River Force looks for VC. Right: Junk is checked by minesweeper.

Sailing in the Midget

THE WAR IN VIETNAM has been unusual in many respects. It has, for example, been fought against an almost invisible enemy that strikes, then fades into the jungle. At the same time, the enemy moves on the water in ships and small craft, taking advantage of the mobility of winding rivers and the protection of a tortuous coastline.

In the beginning, the Viet Cong could fight almost on its own terms, but the situation has changed greatly—more with each passing week.

Against an enemy of this kind, the role of the U.S. Navy in the Vietnam Theater must be a varied one. It ranges from carrier air strikes to shore bombardments by cruisers, destroyers and rocket ships. It involves naval units ashore and ships of all kinds, from the flagship of Commander Seventh Fleet, to the smallest naval craft. This report centers about the small combat craft.

The coastal and river areas are increasingly patrolled by the U.S. and Vietnamese navies, using a variety of old and new craft. Relatively few of the sampans, junks and coastal steamers that ply the Vietnamese waters are operated by the

Viet Cong, but it takes a sizable force of small combat boats to seek them out from the large number operated in the normal commerce of the area.

TWO RELATIVELY NEW U.S. Navy types—the *Swifts* and PBRs—are at the moment carrying a major portion of the load. Other models are being introduced as soon as their

NAVY GUNNER keeps twin 50s trained on junk as it approaches Harbor Patrol Boat 15 for check.



effectiveness has been proven. The *Swifts* are used primarily for coastal surveillance; the PBRs, for river patrol. Both are well suited for their special jobs.

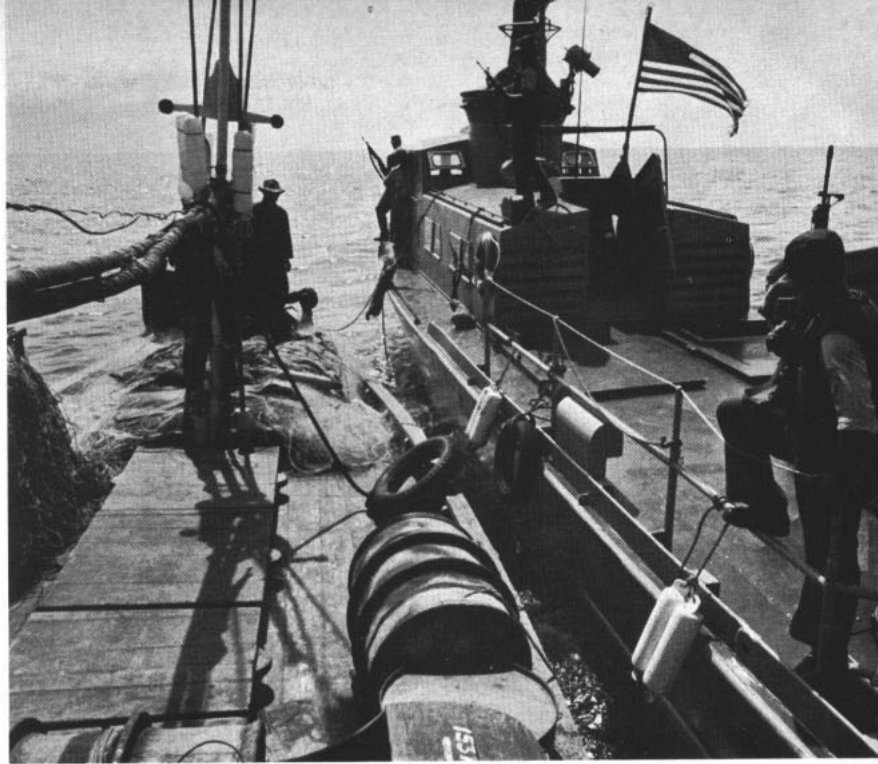
The *Swifts* are 50 feet long and are propelled by diesel engines. They are armed with two .50-caliber machine guns mounted on top of the forward wheelhouse. They also carry another .50-caliber machine gun pickaback atop an 81mm mortar on the after deck.

Usually a lieutenant (jg) heads the crew, which frequently consists of a gunner's mate, radarman, boatswain's mate, a radioman and a Vietnamese interpreter.

Every crewmember aboard a *Swift* is a volunteer. Inasmuch as the number of volunteers far exceeds the billets available, the job is apparently widely sought.

Such popularity must be deserved but it certainly can't be attributed to the easy life led by the crew. *Swift* bases are usually primitive tent installations where the rattle of small arms fire is well known.

While they are on patrol, *Swift* boats offer a rough ride—very much like the old PTs. They may remain



HELLO THERE—Crew of Navy *Swift* boat search a Vietnamese junk for possible supplies for the Viet Cong.

Fleet

at sea for three days and frequently can be found more than 100 miles from their home base somewhere along the 1000-odd miles of South Vietnamese coastline.

Living conditions aboard *Swifts* are spartan when you consider how long they remain on patrol. They do, nevertheless, have the essentials—bunks, a refrigerator, an electric stove and a head.

NO SPECIAL protocol is followed on board. For instance, whoever happens to be the best cook has the job. As often as not, the cook turns out to be the skipper.

Within 30 hours after *Swifts* arrived in Vietnam, they were in a fight. They engaged the Viet Cong on Phu Quoc Island in the Gulf of Thailand. The *Swifts* pumped mortar fire into three separate Viet Cong concentrations which were threatening a Vietnamese Army post. Their firepower was too much for the enemy; he quit.

There are more than 80 *Swift* boats now operating in Vietnamese coastal waters. The measure of their hard work can be judged by the 72,000 or more junks they stopped



MADE FOR THE JOB—PBRs and *Swifts* (below) are new types of patrol craft designed for the job of policing coast and numerous waterways of Vietnam.





IT'S A WHAT? Modified LCM carries a big fire power punch. Rt: LTJG A. L. Glass loads motor aboard a Swift boat.



and searched during an eight-month period.

Most of the junks searched turned out to be nothing more than fishing boats. Others carried supplies, arms and men for the Viet Cong; still others carried draft dodgers and deserters.

The *Swift* boats get very little rest now, and even less is in store for them. Navy plans call for three alternating crews to keep *Swifts* now operating in Vietnam on patrol as long as possible.

ABOUT SEVEN months after *Swift* boats arrived in Vietnam, an even newer guerrilla warfare weapon made its appearance. It was the PBR (for Patrol Boat, River).

Specifically, the PBRs' purpose is

to keep the rivers of Vietnam open to peaceful trade and to deny their use to the Viet Cong. They have the distinction of being the first river patrol boats the Navy has acquired since the Civil War.

River boat design has changed during the past 100 years. The current model has a fiber glass hull which is lined with plastic foam to increase buoyancy.

The hull, of course, can't stop bullets but that's a matter of small importance. A PBR, even with holes in the hull, can still remain afloat while all it needs for a repair job is a brush and a "bucket of goop."

The little boats are only 31 feet long and 10 and a half feet wide at the beam. They draw about 12 to 18 inches when dead in the water

but when they're on the move, they can get along on as little as nine.

Power comes from two 220-hp engines and the PBRs are propelled by two water-jet units which obviate the necessity of propellers and rudders. Their top speed, fully loaded, is about 25 knots.

DESPITE THEIR speed and maneuverability, however, river patrol boats have no easy job. But then, a Vietnamese river isn't easy to patrol, at best. It swarms with junks and sampans, any one of which might be helping the Viet Cong. To complicate matters further, a sampan made of bamboo can navigate in only a few inches of water.

These difficulties are compounded by overhanging vegetation under which a sampan can travel practically unseen along the banks of a river or through a mangrove swamp. Control, under such conditions, seemed almost impossible at first glance.

Nevertheless, the job is not impossible and the results are beginning to show. Combat material is now in short supply for the Viet Cong, and VC munitions factories often lack at least one ingredient essential to producing a weapon.

The PBR crews which play a major role in creating these shortages usually are headed by a boatswain's mate first class who is boat captain. One engineman third class is the boat engineer and a gunner's mate third class is both gunner and seaman. An additional crewman can also be carried when necessary. Frequently, this is a Vietnamese interpreter who also knows the peculiarities and geography of the river.

READY—Craft of Vietnamese junk division stand by in port ready to chase VC.





LOOT—Captured weapons lie on deck.

Inasmuch as PBRs carry no berthing or messing facilities, they do not operate far from their bases at Can Tho, Nha Be, Cat Lo, and My Tho. A fifth group operates from the USS *Tortuga* (LSD 26) which is stationed off the delta river mouths.

NEITHER THE *Swift* nor the PBR is a new design. Both are essentially pleasure boat hulls adapted to conditions in Vietnam. There is, however, an unusual type employed by the U. S. Navy in Vietnam. It is called a surface effects ship and three models are now undergoing shakedown under combat conditions.

These new types, which arrived in Vietnam last May, float on a cushion of air over water, swamp and flatland areas and are capable of more than 50 knots when combat-loaded. Logically enough, they are called Patrol Air Cushion vehicles (PACV for short).

The PACV is 39 feet long and 23 feet wide. It carries one .50-caliber machine gun atop the pilot house and individual weapons for the crew.

All three patrol air cushion vehicles now in Vietnam have been brought together to form PACV Division 107, a unit of the Coastal Surveillance Force. The division was given a job betwixt and between the assignments of the *Swift* boats and the PBR. They are to prevent Viet Cong infiltration from the sea and the tidal areas along the river mouths.

A PACV might be sent out on an independent patrol or it might be used to follow up enemy contacts made by other units.

The PACV might also patrol very



SWIFT OPERATOR—Crewman mans tiller of *Swift* boat on patrol. Below: A Navy patrol air cushion vehicle (PACV) leaves the water to cruise across beach.



AT EASE—PBRs lie along pier at Naval Support Activity Detachment at Nha Be.





HUNTING GROUND—Photo of Mekong Delta points up patrolling difficulties.

shallow water where even low draft boats such as the PBR could not pursue light VC sampans.

Extra crews have been assigned to PACV Division 107 so the new craft, like the *Swifts*, can be kept on station for long periods.

Each crew has an officer in charge, an assistant officer in charge, a gunner's mate and an engineer.

ONLY TIME will tell, of course, but it may well be that, when the history of the small combat boats in Vietnam is written, the innovation of the PACV may prove as momentous to sea transportation as the advent of the jet has been to air travel.

Another new type of combat boat may join the PACVs in Vietnam by late next year. A water-jet powered hydrofoil gunboat capable of speeds in excess of 40 knots is now under development.

The use of hydrofoils as combat vessels is not a new one. Models have been built in the past. The current version has the advantage of a simple water-jet propulsion which eliminates the transmission lubrication problems inherent in propeller-driven craft.

The new model will use its water jets both when it is hull-borne and foil-borne. Gas-turbine and diesel engines will drive centrifugal pumps which in turn, will give the water jets their thrust.

The boats will displace about 60 tons and be 71 feet long with a 25-foot beam. They will be armed with a 40mm gun forward and an 81mm mortar aft. Twin .50-caliber machine guns will be mounted on each side of the bridge.

ALTHOUGH *Swifts* and PBRs, as well as PACVs and other new combat boat ideas, have more or less monopolized the headlines coming from Vietnam, the old reliables are very much on the job, too. Often they are doing a type of work hitherto unfamiliar to them.

For example, many minesweepers of the U. S. Seventh Fleet are patrolling coastal waters off South Vietnam. Their job is essentially the same as other United States boats patrolling similar areas—preventing the Viet Cong from smuggling goods and arms by sea.

Both oceangoing and coastal minesweepers are used. The larger craft must use their motor whaleboats to inspect Vietnamese boats inasmuch as fragile junks could be smashed to kindling if bumped by a Navy MSO. The smaller minesweepers usually are able to go alongside without the possibility of catastrophe.

The U. S. Coast Guard is also on the job with 26 of its 82-foot cutters which are now painted Navy gray (to reduce reflections at night) instead of Coast Guard white.

UNITED STATES Navymen are also found aboard Vietnamese naval vessels such as junks, STCAN, STCAN/FOMs and river assault group boats.

The sizes of these boats run from approximately 35 feet to 50 feet and armament is principally in the form of machine guns, bazookas and individual weapons for the crew.

United States Navymen are on board these boats in the capacity of advisors. In an assignment of this kind an ability to get along and to communicate, despite language difficulties, is a factor which has accounted for the success of the Vietnamese-U.S. Navy teams.

Sometimes the job also requires heroism, as it did with Lieutenant Harold D. Meyerkord, USNR who was a senior naval advisor to the Vietnamese Navy's River Force.

Last year, LT Meyerkord was leading a river sortie into insurgent territory when his boat was ambushed. Although he was wounded in the first fusillade, he returned VC fire at point-blank range until killed.

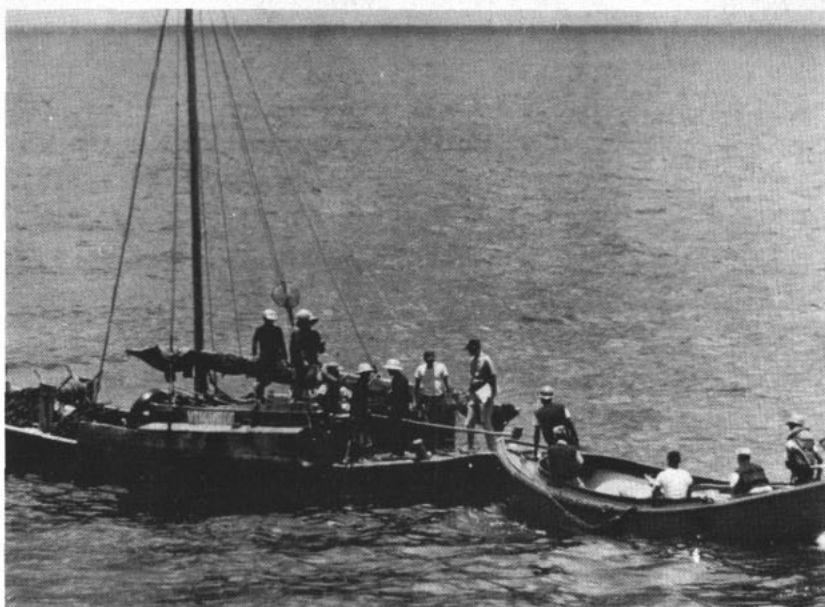
LT Meyerkord had been directly involved in more than 30 combat operations. For his last and three earlier actions, he was awarded the Navy Cross—posthumously.

ADVISORS to the Vietnamese River Force eat, sleep and live Vietnamese-style while on patrol. Sometimes this calls for an ability to fold an American-sized frame into cramped spaces—even smaller than those on a pre-World II submarine. U. S. Navymen with a fondness for rice and seafood find plenty of these two commodities in their diet. This can be much more varied than it sounds.

American Navymen in Vietnam, whether serving in their own boats or as advisors aboard the vessels of the Vietnamese Navy, have a challenging assignment in helping this war-torn nation resist the Viet Cong.

Their work is now bearing fruit and the Viet Cong are feeling the pinch. "Charlie," as the unknown Viet Cong infiltrator has come to be called, still has the advantages that go with stealthy attack and rapid retreat. These advantages will, however, be of little use to him if he is denied the essentials he needs, most of which are now arriving in smaller and smaller quantities from the north—thanks in large part to aerial, coastal and river surveillance.

—Bob Neil



TAKING A LOOK—Minemen using whaleboat inspect a Vietnamese junk.

MOS: Many-Ships-in-One

IF YOU WERE to conduct a survey in WestPac on the variety of jobs performed by a single ship, you'd probably be swamped with record claims—so, it's likely you would end up pigeonholing the idea.

In the meantime, here's a report which would surely rank high among the contenders if such a survey were taken. It comes from Mine Division 91 comprised of *uss Conflict* (MSO 426), *Persistent* (MSO 491), *Dynamic* (MSO 432), *Endurance* (MSO 435), and *Implicit* (MSO 455), all homeported in Long Beach.

The division claims (tongue-in-cheek, we're sure) while on its recent Far East tour that its minesweepers acquired these additional ship profiles: oiler, water lighter, tugboat, stores and refrigerator, repair, hospital, search and salvage, communications relay, command control, hydrographic survey, replenishment lifeguard, gunfire support, patrol and boarding vessel.

Tongue-in-cheek or not, that's a mouthful.

Nevertheless, it represents the variety of tasks required of MinDiv 91 while a member of the Market Time Patrol.

THIS, IT SEEMS, is characteristic of all the smaller ships operating with the patrol, which vigilantly tries to stop the coastal flow of con-

traband by junks and boats to Viet Cong forces.

To do this, Market Time employs destroyer escorts, 82-foot Coast Guard cutters, 50-foot PCF *Swift* patrol boats, and the 165-foot minesweepers.

These U.S. units join the South Vietnamese Junk Force, but, because they are few in number, the members of the patrol are often required to play many roles, including



STAR ADVISOR—LT John E. Locke was awarded Bronze Star Medal for work as shipboard advisor to the Vietnamese Navy's Sea Force on six deployments.

those assignments mentioned before.

This is primarily due to the wide area they must patrol which stretches 12 miles to sea and runs the full length of Vietnam's 1000-mile coastline. Within this area one can count from 4000 to 5000 boats and junks daily, most of which are used for fishing, but any number of which could be unfriendly.

To ascertain their legality, the patrol will often board and inspect the passengers and cargo of suspected junks. If contraband or troops are discovered, Vietnamese liaison officers who ride in all U. S. craft, turn them over to the custody of Vietnam's Junk Force.

In order to counter the enemy's infiltration efforts, the patrol ships and craft often spend long tours on station.

FOR INSTANCE, *Dynamic* spent 74 days on one patrol. She was replenished underway 27 times in order to sustain her operations which covered 9000 miles within the inspection zone.

And, there is always the possibility of hostile contact with the enemy.

Implicit was fired on by Viet Cong forces while cruising close to shore and was forced to retaliate with her 40mm, 30-and 50-caliber guns.

Another engagement resulted in the decoration of five men from *Endurance*. They were awarded medals for helping to destroy a Viet Cong coastal fortification which they approached in the ship's motor whaleboat. The five men attacked one flank of the enemy stronghold while Vietnamese Junk Force sailors attacked the other. They held their position in the face of heavy enemy fire and relayed spotting information to their ship. *Endurance* was then able to silence the shore resistance with her guns from about 1000 yards.

These encounters are typical of the demands asked of Market Time minesweepers. But, by no means do they encompass all that is expected of them.

Today the minesweeper may serve as a mother ship for servicing and replenishing the needs of the *Swift* boats. Tomorrow, in addition to providing gunfire support to U. S. forces ashore, she might conduct a survey of her own—a hydrographic survey on shoreline depths.



SILENT SEARCH—Trainee aboard PBR maintains vigil during early morn cruise.

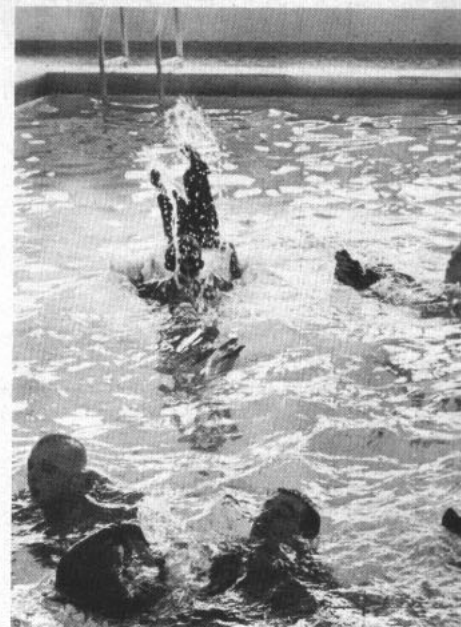
THE WIND IS COLD as it blows over the water. Except for the distant whine of diesel engines, the bay is quiet. You wait, peering intently into the darkness, trying to distinguish shapes in the shadows ashore.

Suddenly, flashes of light erupt from those shadows as machine guns begin firing.

But this time there is no danger, because you are in Grizzly Bay at

Mare Island, Calif., learning to be a Navy PBR (Patrol Boat, River) crewman. The machine gun bursts are blanks—but the next time they could be from Viet Cong guns, shooting at you from the Vietnam coastline.

PBRs are already operating off the coast of South Vietnam. Many more will eventually be there. As with Navy *Swift* boats and ships



Rt: Men are taught survival swimming.

School

TRAINEES listen to instruction on PBR engines. Crewmen must know every job.



and Vietnamese junks, they stop and search junks and sampans for Viet Cong goods and arms.

Designed especially for work in shallow areas, the PBRs have neither rudder nor propeller. They are propelled and steered by jets of water. The boats have a speed of about 25 knots.

The fiber glass hull is lined with plastic foam for additional buoyancy. Armor plating surrounds the crew positions and engine compartment.

Firepower aboard the PBRs consists of a twin .50-caliber machine gun mounted forward, a .30-caliber machine gun aft, a Mark 79 grenade launcher and two AR-15 light automatic rifles. Small arms kept aboard include a .12-gauge shotgun and .38-caliber revolvers.

Radar is used for navigation. All PBRs are equipped with transistorized FM radio communications systems.

As a future crewman, you will learn gunnery, survival and a little of the Vietnamese language while at Mare Island. You will also learn something about the other crewmembers' jobs.

The four weeks of operational training at the PBR school consist of classroom work and day and night drills with the boats. You are



"OVER YOUR HEAD"—Trainees practice with dungaree water wings. Rf: PBR steams at full speed during an exercise.

for Patrol Boat Crews

taught radio procedures, lessons on boat engines, radar operation and survival swimming.

Though the intense heat, bugs and Viet Cong are missing from the otherwise authentic training area, the serious business of war is in the faces and actions of the students. Young and old alike share the same thought—learn today and survive tomorrow.

Many of the teachers are veteran boat crewmen of the Korean conflict and Vietnam. They teach their charges how to get the job done and how to survive.

One instructor drills home the meaning of what may lie ahead, with the statement, "Expect, but don't ask for, casualties."

"The boats are fast and highly maneuverable," the instructor tells you. "This is your best defense against attack."

As you pull into the bay from the berths at Mare Island, you notice that the boats are quieter than most. Their sound is soft and whining. A chief petty officer has the small wheel in his hands. The junior officer is on the radio. Two seamen are at their gun positions.

Behind you, the boats move out and split into formation. You're heading for your first night patrol. The air is cool and quiet as you

move into one of the sloughs. A slight breeze plays over the water, causing ripples.

You move into the shadows and slow the engines to minimize the noise. You can hear the water lapping at the sides of the boat.

Suddenly there's a voice chattering Vietnamese communist slogans in broken English. Just as suddenly, the flashes and sounds of gunfire

slash at your boat.

As a student, this is your first taste of a night "firefight." Tomorrow there will be more classroom work and swimming. Then you'll be out in the boats again.

The course is tough. But you try to be the best student they've ever had—just to keep from being part of the casualty statistics.

Photos by R. W. Conrad, PHC, USN

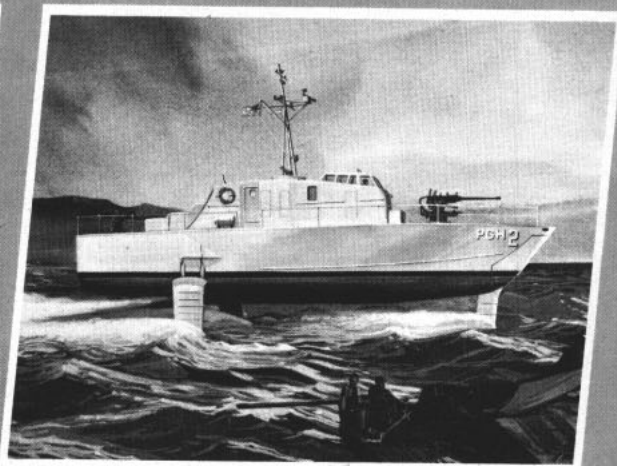
ARMAMENT from PBRs is stripped for maintenance during training session.



SMALL CRAFT: Big Job in Vietnam



Swift boats have speed to chase Viet Cong infiltrators along South Vietnamese coast. They are distant cousins of World War II PT boats.



Artist's conception of hydrofoil gunboat which may be used in Vietnam. Model being tested in U.S. emphasizes speed, maneuverability.



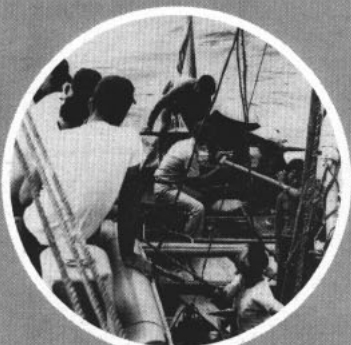
Rubber boats like this are handy for carrying U.S. Marines into swampy areas to hunt VC. Here men leave USS Weiss (APD 135).



LCVP is representative of many amphibious craft in Vietnam. Here Seventh Fleet Amphibious Ready Group craft returns after landing.



Gunner stands ready with machine gun as new high-speed PBR patrols river.



Crewmen of U.S. Navy minesweeper inspect fishing junk in South China Sea.



Navy men man the helm of a Navy Swift boat as they patrol waters off Vietnam.



USN Patrol Boats, River (PBR) are made of fiber glass and are guided by twin jets of water. In motion, they draw as little as nine inches.



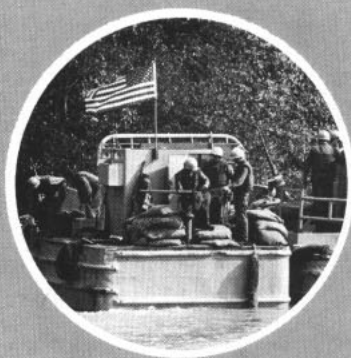
USN Patrol Air Cushion Vehicle (PACV) is newcomer to Vietnam. It not only moves over the water but also can travel across land areas.



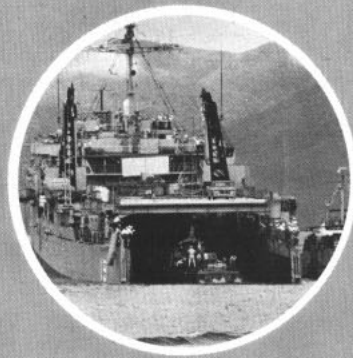
Coastal minesweepers (MSC) play a new role in Vietnam. They are used in Market Time patrols which intercept VC men and supplies.



U.S. Coast Guard cutters (26 are now patrolling Vietnamese waters) are painted Navy gray to reduce reflection. They are USCG-manned.



LCMs from an attack cargo ship search dense mangrove swamp for lurking VC.

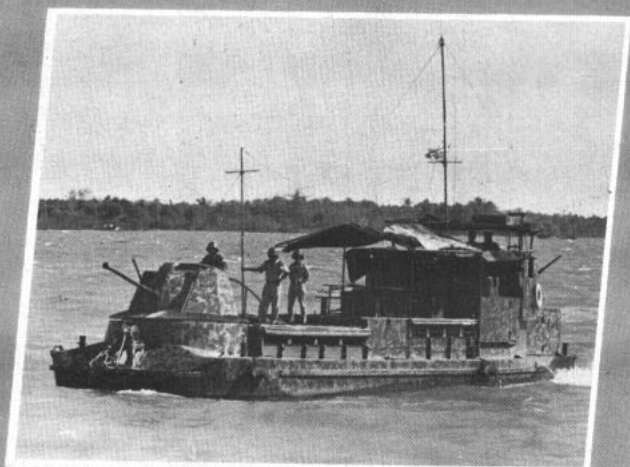


U.S. Navy Swift Boat (PCF) backs out of USS Comstock (LSD 19) at Qui Nhon.



Skipper of Navy PCF searches horizon for Viet Cong craft infiltrating the area.

SMALL CRAFT: Big Job in Vietnam (cont.)



Vietnamese Navy River Assault Group boats like this resemble Civil War Monitor. Such patrol boats specialize in counterinsurgency work.



South Vietnamese Navy ST/CANs patrol waterway on lookout for VC. USN advisors work with Vietnamese Navymen in boats like these.



Junk for sail — South Vietnam's Navy uses wind-powered junks, too. Their crews keep an eye on shipping as part of Market Time.



Vietnamese Navy Command junk carries U.S. advisors as it patrols near shore. Junks are usually armed with machine guns and mortar.



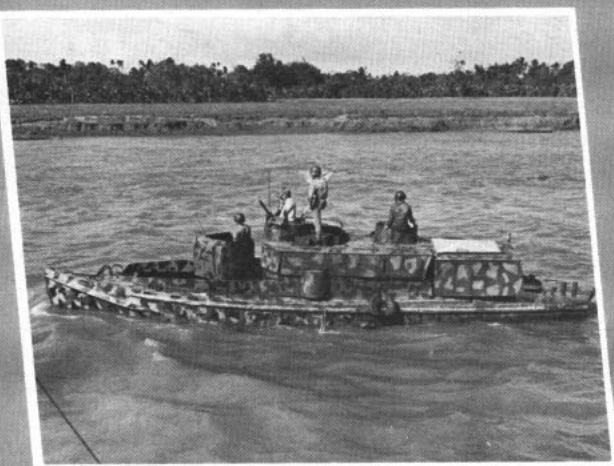
South Vietnamese patrol junk with U.S. Navy advisor aboard searches local boat.



U.S. and Vietnamese personnel of river patrol take a break while hunting for VC.



Junk Force radioman mans his post as craft patrols coast in search of Viet Cong.



Vietnamese Navy ST CAW/FOM has V-shaped hull to help make it resistant to mines. These patrol boats usually carry crews of eight to 10.



Members of the team—U.S. advisors work with Vietnamese Navymen in this type of craft and others which search out enemy infiltrators.



Friend or enemy? Except for registration numbers required by the So. Vietnamese government, junks of fishing or cargo fleet look alike.



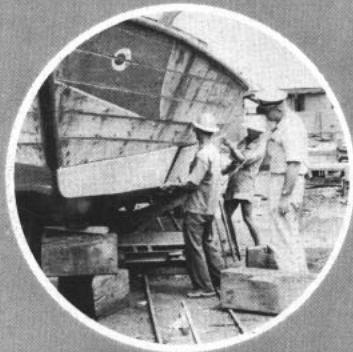
Gun boat (MSF), a member of South Vietnam's blue-water Navy. Such boats are typical of deep water boats which patrol coastline.



The junk patrol searches a suspicious craft under the eyes of Navy advisor.



Market Time patrols turn up supplies and ammo being smuggled to Viet Cong.



Navy advisor checks progress of repairs at Vietnamese Junk Force repair facility.



DA NANG TUG—USS *Manhattan* (YTB 779) pulls APL from the mud. Rt: The latest in Navy tugs heads for a job.

Manhattan in Miniature

IT IS FOUR in the morning. The Navy tugboat, *uss Manhattan* (YTB 779), steams slowly out into the South China Sea from the port of Da Nang. Her destination is Chu Lai, to return with a berthing ship (APL 5) in tow later that afternoon.

The berthing ship is needed in Da Nang to house the many personnel reporting for duty at the U. S. Naval Support Activity, Da Nang. *Manhattan* will bring her back.

Manhattan, commissioned in February 1966, is of the newest type tug in the U. S. Navy. She packs a lot of power. Guiding an aircraft carrier into a harbor used to take six small tugs. Now two tugs like YTB 779 can bring one in without any trouble. These tugs have a crew

of 14 men who eat and sleep aboard.

On the way to Chu Lai, *Manhattan* meets a *Swift* boat which swings alongside to inform the tugmaster, Chief Boatswain's Mate Charles Geber, that all is clear.

Upon arriving at Chu Lai, the tug waits while pusher boats guide an LST through the current. A pilot is sent to the tug to guide the boat around the sandbars and through the narrow opening of the Giang river.

As the tug pulls up beside the APL 5, the crew man their stations and waste no time in securing the two together, showing the teamwork they have developed during the months aboard *Manhattan*. Under the direction of Chief Geber the tug frees the APL from the mud, and

with the help of pusher boats nudges her safely outside the harbor.

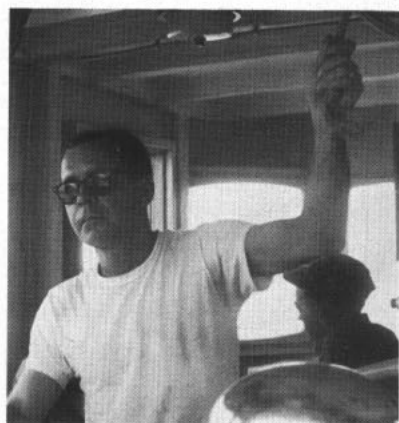
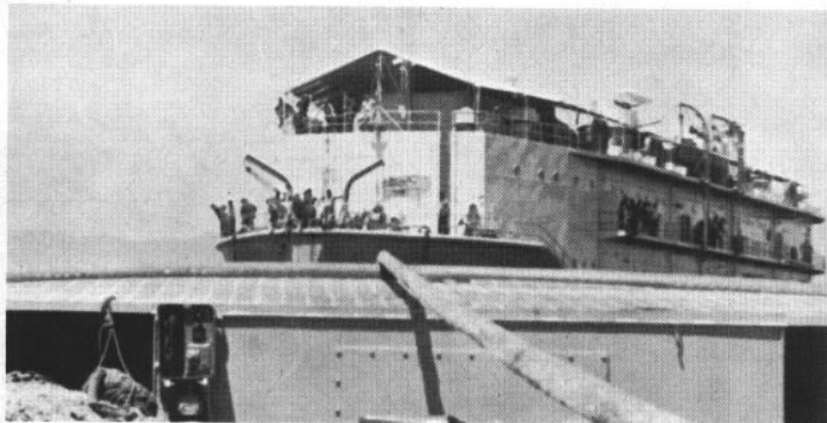
The chief then positions the tug near the bow of her charge while the tugmen tie a line to the bow. As *Manhattan* moves out in front, the men pay out the line. When the berthing ship is about 500 feet behind the tug, the line is made secure.

Upon reaching the mouth of Da Nang port, a radio call is made for a pusher boat to help the tug guide the APL through the ships in the harbor to its anchorage.

With final maneuvering done, the tugboat YTB 779 quickly unhitches and steams down the Da Nang river to another job.

—Story and photos by
George L. Eldridge, YN3(JO), USN

FOLLOW ME—*Manhattan* takes the berthing ship in tow for trip to Da Nang. Skipper gets his ship underway.





AT HOME IN VIETNAM—Odd-looking Navy 'houseboat' known as APL 5 has berthing space for 700 Navymen.

Noah's Ark of Chu Lai

Here's an odd-looking craft which appears to have sailed straight out of the Bible into the harbor of the Chu Lai combat base. She looks very much like Noah's Ark, but she's all Navy. She's a kind of river houseboat, painted Navy gray. She's APL 5, moored at the LST ramp at Chu Lai.

Each Sunday morning at 1030, the crew's lounge becomes a chapel as U.S. Naval Mobile Construction Battalion Four's Chaplain John C. Haney, Jr., conducts Divine Service.

The congregation is comprised of a mixture of Marines, Seabees, members of shore parties, engineers, and Fleet sailors.

APL 5 is 260 feet long and 48 feet wide. Like Noah's Ark, she has no main propulsion system of her own. She must be towed by tugs and nudged into mooring sites. She came from the Reserve Fleet, Guam, pulled by an oceangoing tug via Yokosuka, Japan, where she was recently outfitted to care more comfortably for the men of the naval supply activity. She has berthing spaces for 700. Her crew of 92 is commanded by Lieutenant (jg) Charles R. Newkirk and four other officers.

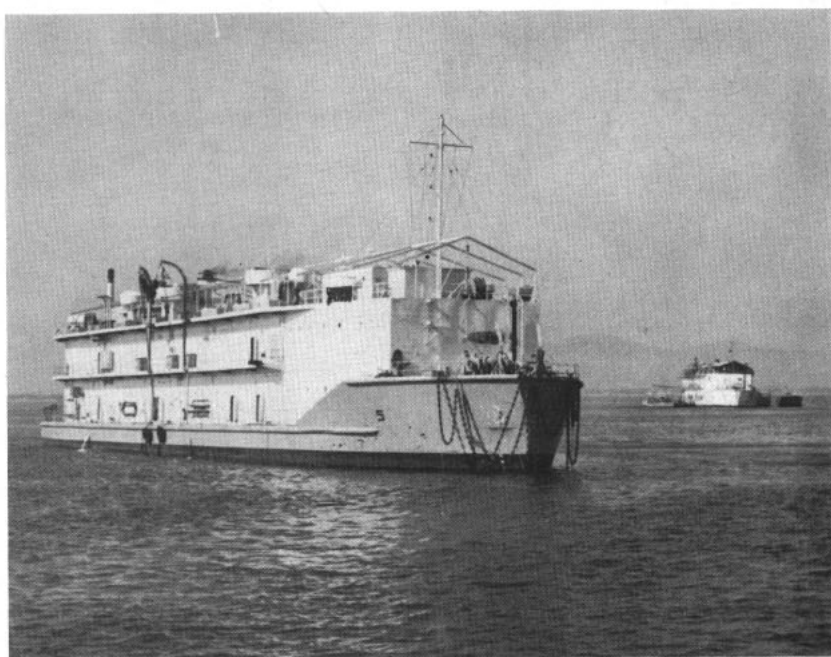
The APL's unique "ark-like" sil-

houette is the result of canvas awnings stretched across the boat deck from bow to stern. However, she has mounts for 4-inch/50 caliber machine guns for defense.

APL 5 has all new stainless steel galley equipment, modernized head

facilities, and air-conditioned living spaces.

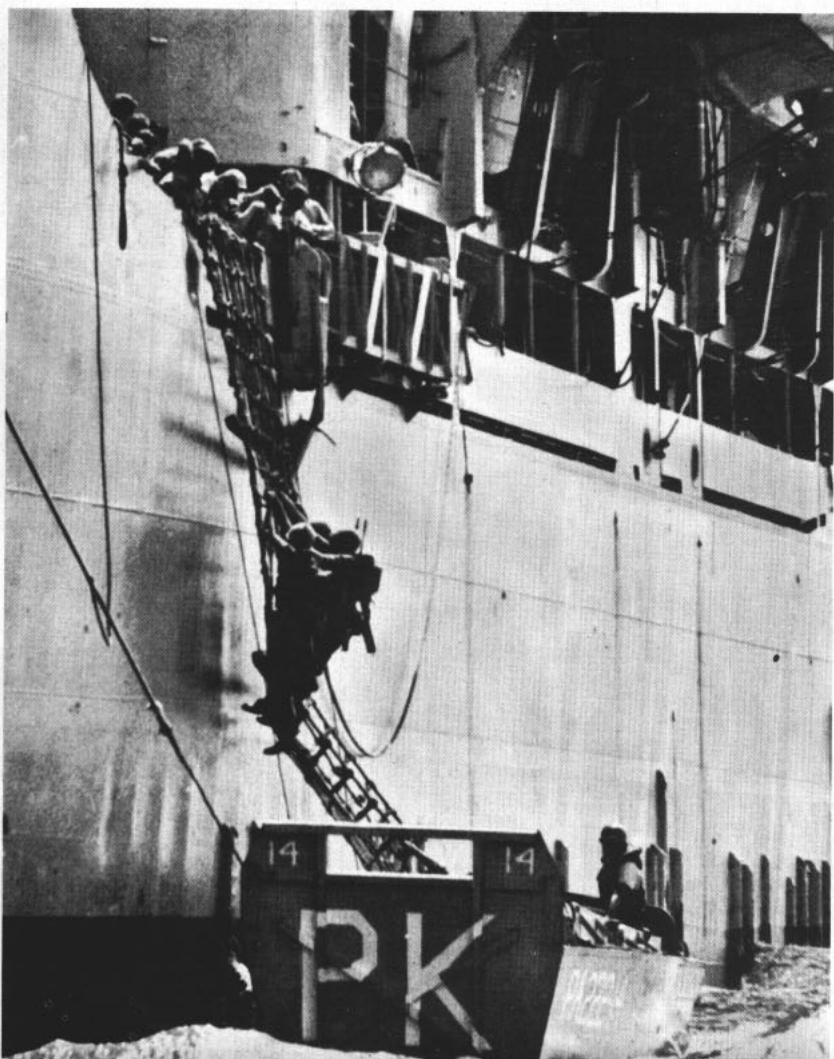
From a distance, moored as she is near the red sandy beach with its palm trees, the APL 5 looks very much like Noah's Ark come to rest at Chu Lai, South Vietnam.



HARBOR HOME—These APLs (Auxiliary, Personnel Lodging), anchored two miles out in Da Nang harbor, furnish barracks for Navymen working in the area.



HEADING IN—First wave of amphibious craft heads ashore during amphibious attack in Vietnam. *Below:* Marines debark from attack transport *USS Pickaway*.



COPTERS bring assault inland.

Landing

ANYONE who watches the late show on television regularly is probably impressed by the sheer numbers of those WW II blood-and-thunder movies of amphibious landings on Iwo Jima, Guadalcanal, and elsewhere. But even if you have been seeing too many of them lately you gotta admit they were **EXCITING**.

Twenty-five years after World War II, we're still making amphibious landings in the Pacific. Nowadays, however, they may not be so exciting—in fact, because of the nature of the current conflict, they may be more aptly described as exacting—and tedious.

However unglamorous today's landings in Vietnam may be, one factor remains the same—they're still involved maneuvers, requiring lots of advance planning, expert timing, and cooperation between Navy and Marine forces.

The pattern for the World War II landings is pretty familiar—

First, the heavy bombardment by the big guns of the Fleet, joined by the aircraft embarked in its carriers, giving the enemy troops dug in on the island a good working over.

Then the frogmen launched from their little rubber rafts carrying sacks of high explosives to the beach. Their

ALL HANDS



ALL ASHORE—Marines of Seventh Fleet Amphibious Ready Group hit the beach in raid against VC-held area.

Force—Then and Now

job was to blow up the man-made obstacles strung along the coast to clear the way for the waves of landing boats.

Hundreds of assault craft maneuvered into position alongside the troop ships to take aboard their load of Marines. Like a medieval phalanx the boats lined up waiting for the order to charge toward the beach and the waiting enemy gunfire.

The order finally came to land the landing forces, and the boats thrust ahead . . . and you know the rest.

AFTER WORLD WAR II, the amphibious forces trained, practiced, and prepared themselves to meet similar military situations, and the techniques used in 1943 were pretty much the same in 1950, when two divisions of troops poured into Korea in the brilliant landing operation at Inchon.

Amphibious warfare is defined by an official publication on the subject as "The conduct of military operations in which sizable forces are transferred from sea to a hostile, or potentially hostile, shore, for the purpose of initiating sustained land actions."

U. S. amphibious operations in Vietnam aren't quite like that. The

forces involved are smaller, the tactics have changed, and even the missions are new.

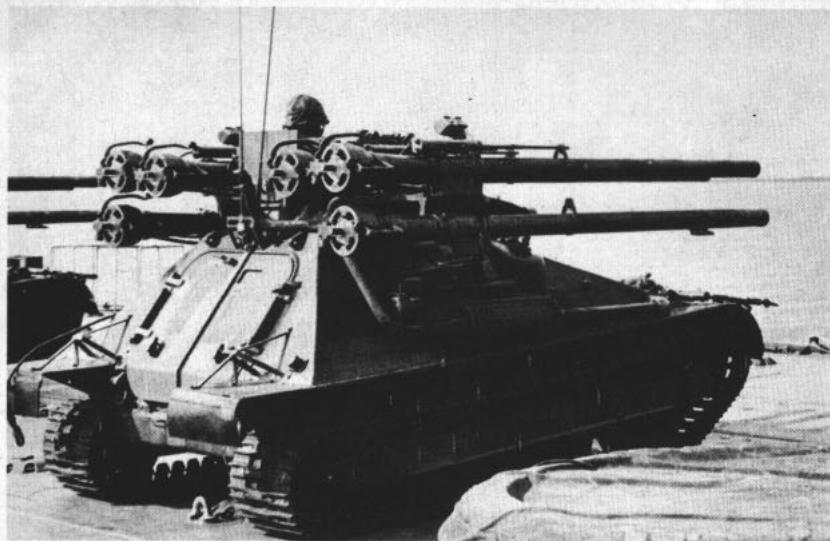
This year's amphibious landings in South Vietnam provide excellent examples of how the official description of a military operation can be somewhat inexact. You may have to bend the book a little to make past techniques fit today's problems.

The lay of the land can change

your thinking. Geography, of course, has a lot to do with tactics, and this is especially true in an operation such as an amphibious landing. If the objective is an island with a wide strip of sandy beach all around it, the assault forces have someplace to go when they land. However, if a 100-foot high cliff comes right to the water's edge, another way will have to be found. Geography is a problem.

DAWN ATTACK—Navymen control landing of amphibious craft in Vietnam.





MORE POWER—Ontos on LST helps lay down support fire during landing.

RECENTLY, landing operations have centered in an area called the Rung Sat, which in Vietnamese means dense jungle. U. S. troops have learned to call it other things. The whole region is covered with thick mangrove swamps, so thick that a man with a full pack often finds himself thrashing around for 20 minutes in an effort to advance 20 feet.

In this area, landings over the beaches are somewhat impractical. There is a small beach, of course, but when the troops have crossed it, there is practically nowhere to go. At least, not effectively.

For this reason, the assault forces operating in the Rung Sat area have

taken a tip from the enemy. The Viet Cong use the many rivers like roads through the jungle, moving supplies and equipment from place to place in homemade sampans and junks. U. S. forces and their Vietnamese comrades have taken to the rivers, too.

Many of the landings are being made along the banks of the Soirap River, in an effort to find and destroy the concentrations of Viet Cong guerrillas entrenched in the swamps. From the amphibious ready group in the South China Sea, the landing forces are dispatched up these rivers, with orders to seek out the enemy.

When the World War II order was given to land amphibious craft, it

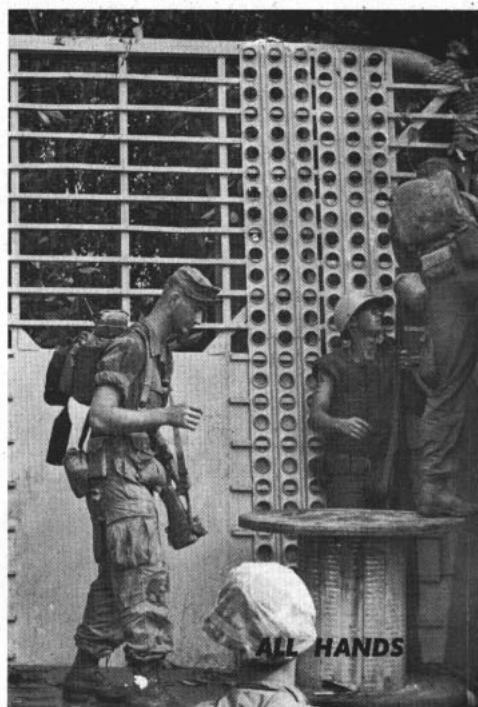
meant hundreds of boats churning toward the beach. Today's landing force usually consists of about 20 landing craft, gliding up the river one behind the other in a convoy. It's an odd looking group, often surrounded by Vietnamese Navy junks, who join U. S. Navy gunboats and *Swift* boats to form a protective screen for the troop-laden landing craft.

IN PREVIOUS YEARS, amphibious forces have been trained to think in terms of the big push, with thousands of men rushing over the beaches in one big landing operation. Today's landings are more like a series of small nudges, up and down the rivers of the Rung Sat.

Because of the difficulty in movement overland, the concept of vertical assault has proven highly effective against the Viet Cong in this region. But here, too, there are problems of terrain. The helo pilot may see a patch of seemingly clear ground on which to land, that turns out to be an uninviting spot into which to jump. During a recent landing, the embarked Marines jumped into water up to their waists, then spent the next 24 hours up to their necks in it, as they painstakingly searched for the Viet Cong.

But the real key to the assaults on the river banks is the old reliable LST, or tank landing ship. Where deep-draft ships simply can not make it up the rivers, the LSTs, with their shallow draft, can make it with ease. They slip up the rivers, stick their

THIS IS A BEACH?—Amphibious landings in Vietnam require dexterity. Here unit tries a landing in mangrove swamp.



noses into the swamp along the river bank, drop the ramp, and unload their cargo of troops.

The LSTs often have unusual configurations. With only a couple of machine guns for firepower, the amphibious forces have come up with yet another example of improvising to get the job done. The LSTs' firepower is increased by strapping an antitank vehicle (called an *Ontos*) to the deck, and using its guns against the Viet Cong on the river banks.

Although the blast of the *Onto's* gun sometimes shakes windshields out of the embarked vehicles, and breaks light-bulbs throughout the ship, it provides an excellent means of fire support for the landing force.

Where World War II assault troops were often two or three divisions strong, the Rung Sat landing forces are usually only of battalion size, and are known as the Special Landing Force. Their mission is to search and destroy. When they are landed, they fan out and search for the Viet Cong, when intelligence reports have previously indicated they are established in the area.

HERE AGAIN, today's landings have changed quite a bit since the World War II actions. In those days, the concept was to land the troops, establish a beachhead, then push inland until the island was taken.

In Vietnam, the troops land, flush out the Viet Cong, then return to the river bank and the waiting landing craft. Then, on to the next landing zone. Where large-scale landings have always been known as assaults, these relatively small probes are called raids.

Although these raids are normally search-and-destroy operations, the jobs assigned to the landing forces



AROUND AND AROUND—Assault craft circle landing ship dock USS *Alamo* (LSD 33) in preparation for amphibious landing during operation Deck House II.

are not always destructive. For instance, one amphibious landing early this year was designed to save the rice harvest of a small South Vietnamese village. The landing force was put ashore, then the troops took up positions all around the village and its rice paddies.

The presence of the U. S. troops discouraged an attempt by the Viet Cong to raid the village and destroy the rice harvest. When the rice was safely garnered, the U. S. forces left the area.

Another nondestructive element being used extensively in the Vietnam amphibious operations is the Civic Action Team. Made up of a doctor and a few hospital corpsmen and dental technicians from the ships of the amphibious ready group, these small teams land with the Marines during each amphibious assault.

Besides the Viet Cong, the South Vietnamese villagers have other

problems. Sickness is one of them. The civic action team sets up a clinic in the village, enabling the people to receive much-needed medical attention. This goes over big with the villagers, and makes friends for our side.

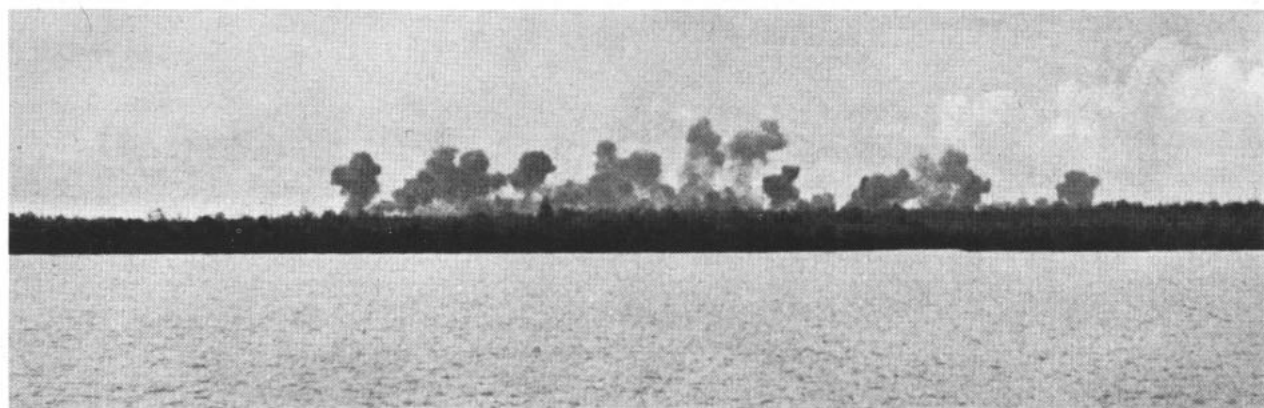
In one visit recently, 150 dental extractions were performed; over 400 patients were treated for various illnesses, and medicine, soap and vitamins were distributed among the villagers.

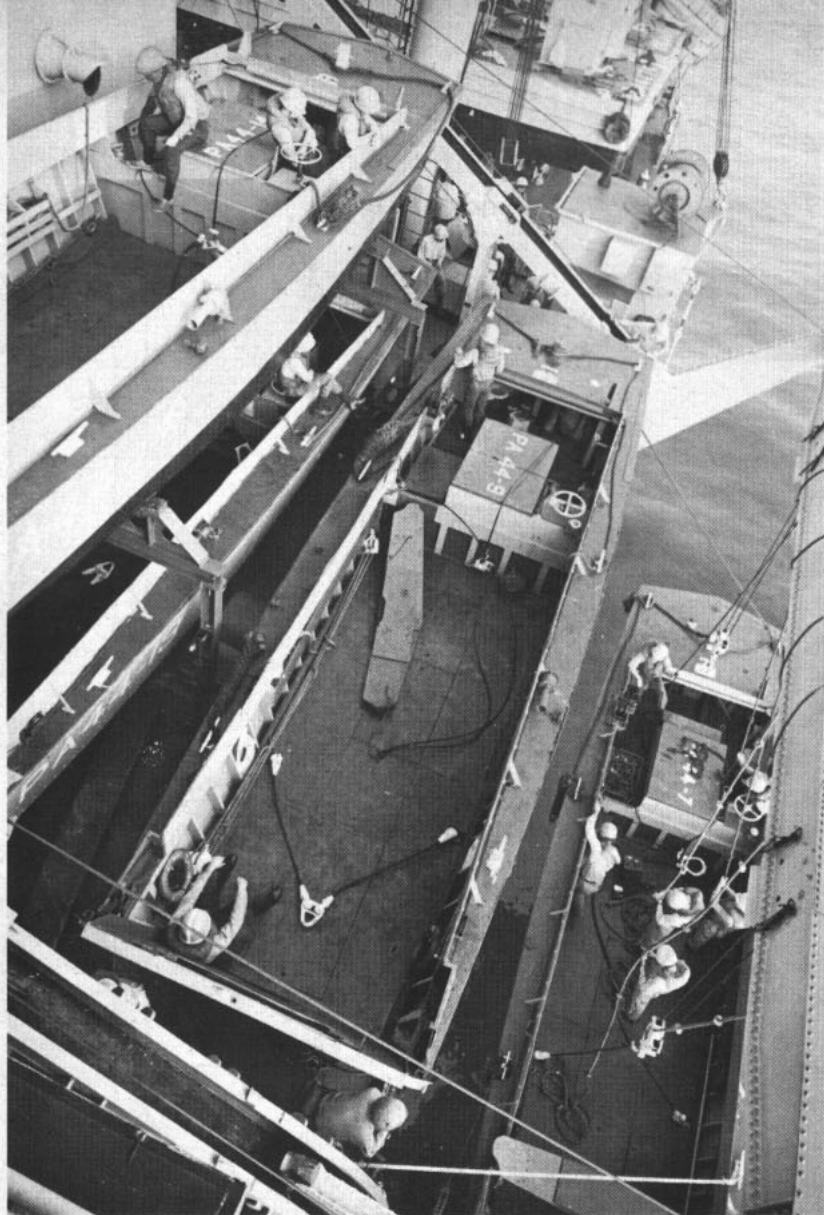
The war in Vietnam has presented many new problems to U. S. forces fighting there. However, the Navy has always met fresh problems with even fresher solutions. Hence, the new look in amphibious operations in the Pacific.

Feature length movies were needed to tell of the Iwo Jima and Guadalcanal landings. In Vietnam, a long series of short shorts would do.

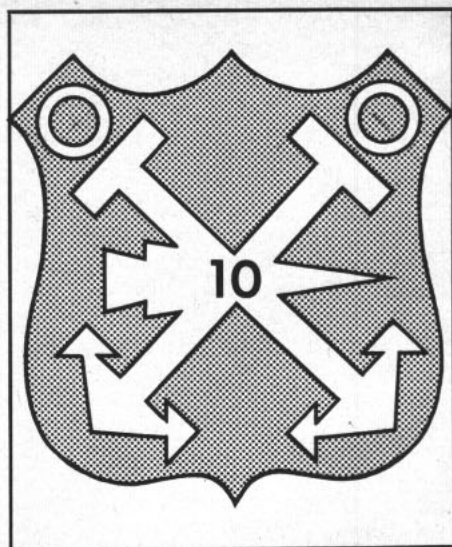
—Jim Teague, JO1, USN

LOOK OUT VC—Smoke rises from strike by bombers as VC is softened in amphibious search and destroy operation.





FAST WORK—Fremont crew unload all boats in less than 23 minutes. Below: Captain Casey, Fremont CO, commended crew for work at awards ceremony.



SHIP won plaque for 10 "A" awards.

It's Ten

AS FAR AS anyone aboard USS *Fremont* knows, only one U.S. Navy ship has ever won 10 straight amphibious assault awards, and that's a 23-year-old attack transport—named USS *Fremont* (APA 44). Now, she's going for 11.

Fremont is a top performer in her field because her crew members—every one of them—want it that way. They're proud of their record; they're determined, dedicated, and good.

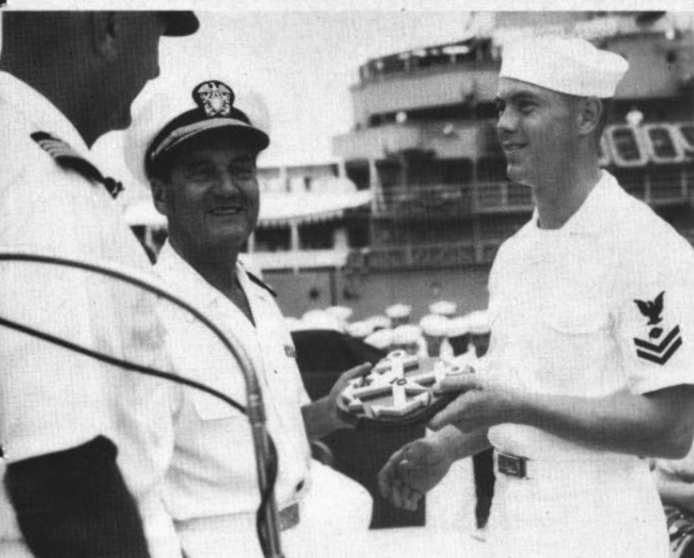
Not content with doing merely what is required of them, the entire crew competes, by division, rating and individual, to see who can do the best job in the least time, on the winches, the bridge, the hatches, the phones and the boats.

Stewards, storekeepers and yeomen join boatswain's mates and enginemen in manning hatches and winches, and launching and operating the ship's 21 landing craft. Everyone is involved.

The 10th award was earned at the end of *Fremont's* 10th Med cruise. At that time, *Fremont* earned a 94.6 score. Her 21 boats hit the water in 19 minutes, swiftly and safely.

Fremont and her men have been setting this kind of pace since 1943 when she was commissioned at Pascagoula, Miss. (as a merchant ship). Recommissioned that fall as an attack transport, APA 44 sailed to the Pacific where she earned a distinguished war record, including com-

ALL HANDS



HERE IT IS—Richard McBride, BT2, accepts plaque for *Fremont* crew. Rt: LCM goes over the side for an exercise.

in a Row for *Fremont*

bat at Saipan, Peleliu, Leyte, Lingayen Gulf and Iwo Jima.

Since then, in addition to her 10 Med cruises, *Fremont* has deployed seven times to the Caribbean. And there have been numerous operations off the East Coast.

The crew's enthusiasm and initiative in making little adjustments and improvements throughout the ship-to-shore landing operations help make the award-winning difference. The leading petty officers know their business, set high standards, and work hard to get the best results.

Thirty-two *Fremont* sailors, led by John H. Soucy, boatswain's mate first class, make up the boat group. The men watch each other and

when one does something special, the others pick it up. New men aboard soon realize they're in fast company.

As a salute to all the men in the past 10 years who have helped *Fremont* earn the 10 awards, the man with the longest time aboard, Richard A. McBride, boilerman second class, received a special plaque from Commander Amphibious Force.

Only *Fremont* can display the new plaque, for it was specially designed and authorized for the 10th award. Seaman Richard L. Snow won an insignia contest held after *Fremont* realized adequate hashmark room was lacking on the bridge. Approval came from the Chief of Naval Operations.

Any other ship that can equal *Fremont's* 10 straight can also paint on the insignia. But for a year at least, only *Fremont's* bridge will have the honor.

About 200 dependents of *Fremont's* crew attended the ceremony in Norfolk. Then they were taken to sea for a one-day cruise to watch their men demonstrate their skills.

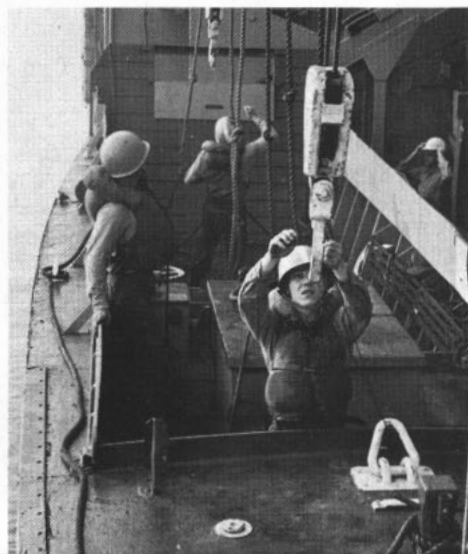
Former commanding officers who helped the ship win its 10 awards also were invited to the ceremony.

Now, *Fremont* will have to lay her amphibious assault award on the line this fall or early winter.

Fremont men aren't unduly concerned. By this time, they hope they know how to win.

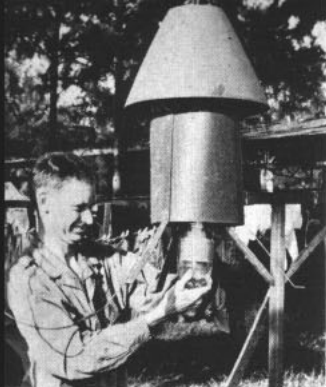
—Joe M. Law, JOCM, USN

FREMONT SKILLS—Cargo net (l) gets repaired. Boat crew (c) prepares for hoisting. Boat (r) comes alongside ship.



NOVEMBER 1966

21



COLLECTORS—PMU men get insects from trap, dip mosquito larvae from stream and identify species of a mosquito.

Battling Enemy# 2

THERE ARE 38 Navymen at PMU Da Nang. In their personal war the Viet Cong are a nuisance and disease is the enemy. Their greatest worries are the mosquitoes. And the rats.

PMU stands for Preventive Medicine Unit. The Navymen combat cholera, typhus, plague, encephalitis, dengue and malaria in the 66,000 square miles of the First Corps area between the 17th parallel and Quang Ngai.

One of the unit's five sections operates a laboratory at the Force Logistics Support Group in an area west of the Da Nang Air Base. The lab is equipped specifically to perform bacteriological tests.

When someone in the area is afflicted with an infectious disease, it is often this lab which makes the positive identification of the specific bacterium or parasite which is causing the illness. Early diagnosis is essential for proper treatment of the patient and, in certain situations, for prevention of spread of the disease.

The Medical Service Corps officer and his three enlisted assistants at the lab also examine biological specimens collected by other members of the PMU.

THE UNIT also has an entomology section — a mobile bug group, to be nontechnical. An MSC officer and five enlisted men keep track of insects, especially mosquitoes.

When there is an outbreak of malaria, the entomology group is sent to the location where they collect mosquito specimens and decide which of the many varieties is the culprit.

Once the carriers are identified, chemicals are used to kill them. A survey of the mosquito population is made before spraying and is matched with a later one to determine the effectiveness of the spraying. The region is then watched carefully for any sign of return of the problem.

In the course of their work, the

entomology group has classified more than 3600 insect species. Their collection of insects prevalent in Viet Nam is one of the world's most extensive.

When spraying the area to kill the mosquitoes is indicated, the assignment goes to Lieutenant Berlin Taylor, a former hospital corpsman who is now an MSC officer. He and his vector control team of a dozen men use a helicopter which has been modified for insecticide dispersal.

The airborne spraying apparatus is often used to clear areas of insect pests. Locations such as Camp Tien Sha, the main berthing cantonment for the Naval Support Activity, Da Nang, and other areas within the city are frequent targets for spraying. An overabundance of pesty insects, even though they do not carry disease, can have unsettling effects on morale.

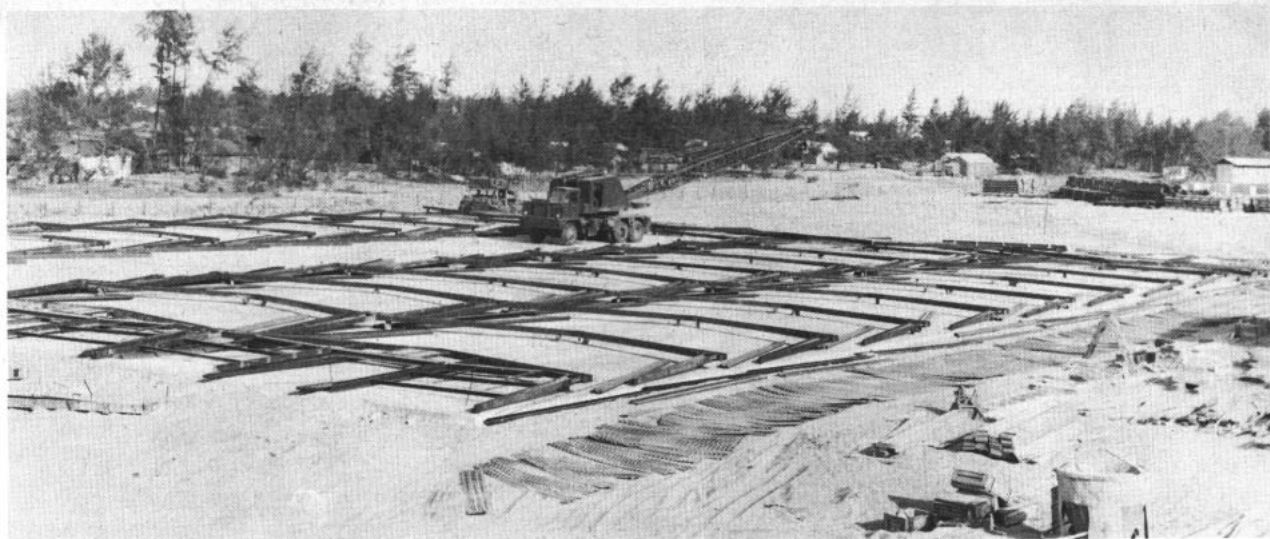
ANOTHER SPECIALTY of the Preventive Medicine Unit is mammalogy. A five-man team collects and identifies the various local species of mammals, and watches them carefully for indications of disease. This team has collected over 250 rats in 14 species alone, not to mention a long and varied list of snakes, squirrels and shrews.

The mammalogy group occasionally makes a spectacular find. Hospital Corpsman Third Class Thomas J. McIntyre and Hospital Corpsman First Class Paul F. Ryan recently returned to headquarters with a doulangur, a rare primate which, according to one source, has not been found in a zoo since 1880.

—Howard M. Geiger, YN1, USN

CHEMICAL SPRAY is spread over jungle via helicopter to kill mosquito larvae.

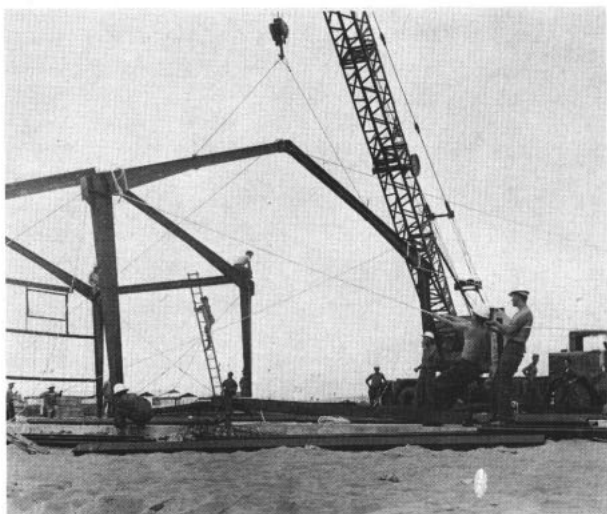
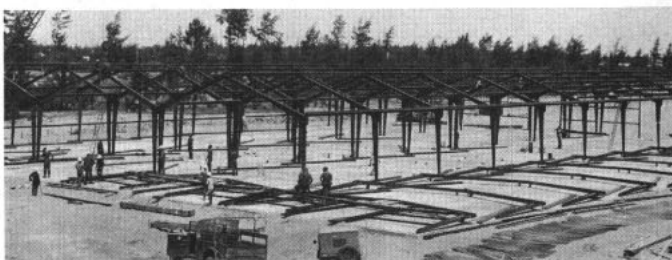




Going Up

IT'S ALL IN a day's work, the work of MCB Eleven's steelworkers on site at Da Nang, Vietnam. This series of photos shows the Seabee teamwork exercised in the erecting of heavy steel building frames for a warehouse.

Clockwise from the Top: (1) Foundation and deck of Building Thirteen have been completed and the building frames assembled and laid out ready for erection. (2) At 1:30 in the afternoon approximately 70 per cent of the frames have been put in place and roof purlins have been placed in four bays. (3) Last frame is bolted into place at about 4:55. (4) This is a view of the day's work. All 44 steel frames have been erected; 50 per cent of the sidewall girts, 40 per cent of the roof purlins and all 80 eave struts are in place. (5) This is the building team after the day's work. Crew consisted of 16 Navy steelworkers, 18 Vietnamese workers and a crane operator. (6) Seabee teamwork goes into play in the tricky and delicate operation of setting an assembled frame into place. Here, the third frame is being placed after about 30 minutes on the job.





CATMEN of USS Oriskany hook catapult bridle as plane is readied for mission. Rt: Cargo is offloaded at Da Nang.

View from the Front:

Rounding out the headlines from the latest news from Southeast Asia is this series of reports of varied Navy activity in Vietnam. ALL HANDS continues to report the back-ground story that comes directly from Navy ships and units on the scene.

Scratch Two Migs

Commander Harold L. Marr is handy with scissors, as he proved recently in the skies over North Vietnam. In this case, of course, the scissors were not the cloth-ripping kind, but a nickname for a type of dogfight maneuver, which usually re-

sults in the ripping up of one of the aircraft involved.

It happened about 31 miles north of Haiphong, when four Mig-17s attacked a flight of F8 Crusaders from the carrier USS Hancock (CVA 19). Chalk up a Mig for CDR Marr.

The four Crusaders were flying combat air patrol, protecting A4 Skyhawks bombing the Dai Tan military complex, when the Migs came at them.

As the Migs made a low run attack from below the Crusaders, the Navy flyers broke into their formation, and there ensued a three- or four-minute dogfight, with all eight jets turning

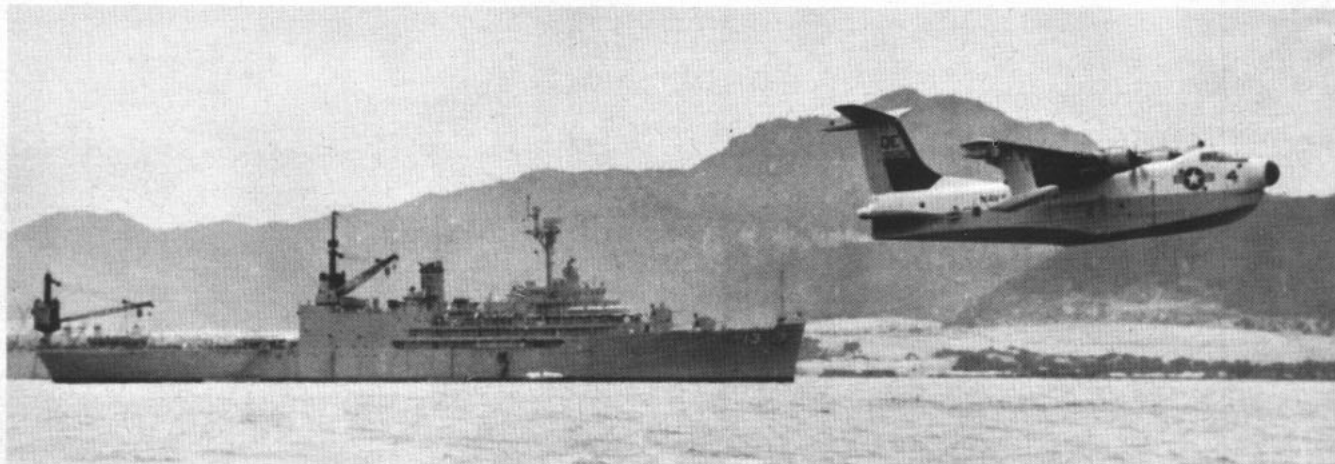
and twisting at high speeds.

CDR Marr got the advantage of one of the Migs, and launched his Sidewinder missiles at him. The first missed the mark, but the second sent the Mig crashing to the ground.

Then CDR Marr found himself astern a second Mig. Having run out of Sidewinders, he began firing his 20mm cannon at the enemy fighter. He later reported that he was chewing on the Mig's starboard wingtip when he ran out of ammo and had to return to the ship.

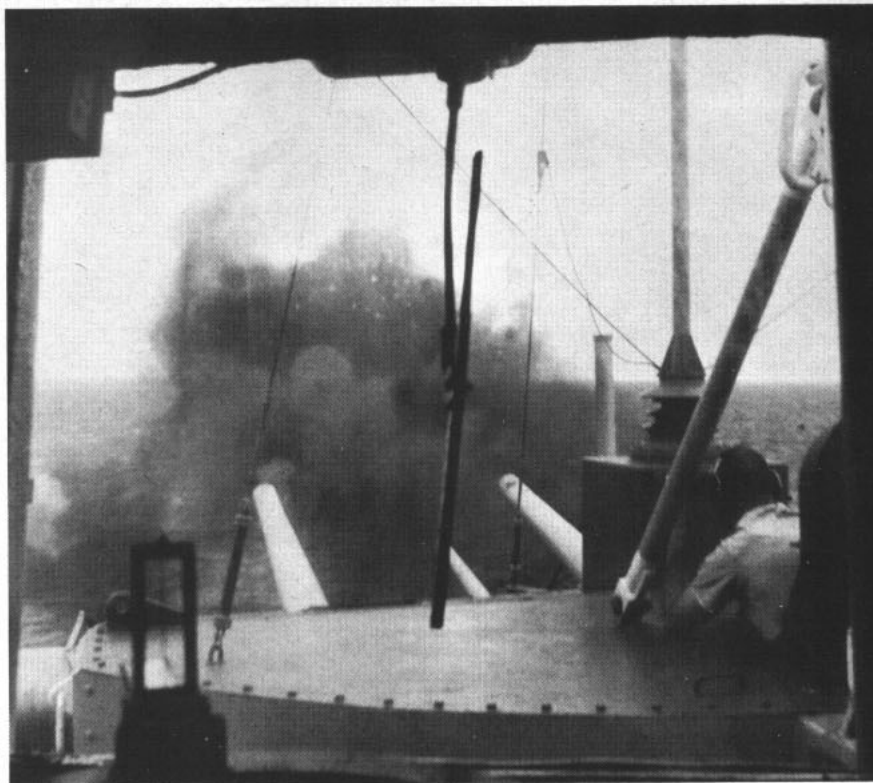
If CDR Marr's wingman, Lieutenant (jg) Philip V. Vampatella, was disappointed in not getting one of

BIG BIRD GOES HUNTING—P-5 Marlin takes off near tender USS Salisbury Sound to patrol Vietnamese coast.





DESTROYERS give gunfire support.



Vietnam

the *Migs* himself, his disappointment was not to last long. Less than two weeks later, he got one of his own.

His was one of four F8 *Crusaders* flying protective cover for the pilot of a downed F8 photo plane. Vampatella's *Crusader* was hit by ground fire, which tore off part of his plane's tail section.

With his aircraft damaged, Vampatella started back to *Hancock*. Meanwhile, four *Mig-17s* attacked the *Crusaders* that remained over the downed flyer. Hearing the alert, Vampatella turned back.

Although his plane was badly damaged, and difficult to control at high speed, he remained in the fight until his fuel was so low that he could stay no longer.

As he broke away and headed back to the ship, one of the *Migs* trailed him. Vampatella went to afterburner, and finally saw the pursuing aircraft make a turn to the left, giving up the chase.

At this point, Vampatella turned his *Crusader* to a firing position, and let loose a *Sidewinder* missile, which went up the tail pipe of the *Mig*, leaving it burning and trailing smoke in a steep descending turn.

Vampatella then returned to his ship.

Single-handed

A *Skyhawk* pilot from the carrier USS *Ranger* (CVA 61) flew his

111th combat sortie with a shoulder full of shrapnel, and was awarded a Silver Star as a result.

Just as Commander Milton J. Chewning, Commanding Officer of Attack Squadron 55, passed over the coast of North Vietnam, a burst of anti-aircraft fire exploded outside the cockpit of his *Skyhawk*. The explosion hurled fragments of shrapnel through the cockpit, hitting the pilot in the shoulder and leaving his right arm useless.

Instead of returning to the carrier immediately, CDR Chewning continued with his mission, shooting up a road target. He then headed for the carrier.

When *Ranger's* commanding officer learned of the pilot's shoulder wound, he prepared the ship for an emergency landing. A flight surgeon was stationed aloft in a helicopter, and another on the flight deck. All emergency rescue equipment stood by.

Despite his problems, CDR Chewning's landing was near-perfect.

Many Forms of Gunfire Support

Seventh Fleet destroyers are being called upon continuously to provide gunfire support for U.S. and South Vietnamese troops engaged in combat near the coast of South Vietnam.

From the ground troops' point of view, these destroyers and their

five-inchers are handy to have around, whether you're trying to beat off an attack on your outpost, or you're launching your own offensive.

USS *Richard E. Kraus* (DD 849), *John W. Thomason* (DD 760), and *Dyess* (DDR 880) are some of the DDs that have been there when ground troops called for support.

Kraus recently received an honor known by few ships, when a bridge north of Da Nang was named, unofficially, by the defending troops in her honor.

Frequently during a three-day mission, *Kraus* provided the necessary punch to allow the troops to defend the bridge successfully against repeated attacks by the Viet Cong.

As a direct result of *Kraus's* pinpoint accuracy with her gunfire, the bridge remained open and in friendly hands.

In a two-hour bombardment, *John W. Thomason* destroyed a Viet Cong complex near Tuy Oa, South Vietnam, her juiciest target since she began gunfire support missions.

The target was a trail leading along a high ridge and down into a pass between two hills, the suspected route of a concentration of Viet Cong troops.

As *Thomason* began firing at the ridge, an airborne Army spotter



HOT SPOT—Copters deliver Marines for clearing operations south of Chu Lai.

"walked" the five-inch projectiles along the ridge and into the pass. Then the spotter directed *Thomason's* fire at the Viet Cong headquarters at the end of the trail.

No sooner had *Thomason* finished firing at the ridge line than she was requested to take a Viet Cong camp.

The camp lay along a secluded inlet, almost completely covered by foliage. The inlet was jammed with small boats, and as *Thomason* began firing, columns of water and shattered boats were blown high into the air.

Three large secondary explosions were observed in the camp, followed by a tremendous fireball and a column of dense smoke, probably resulting from a hidden gasoline storage area.

At the end of the mission, *Thomason* received word that she had destroyed 45 structures, damaged 20 others, and destroyed 25 small boats.

Dyess provided bombardment from a shipping channel in the lower Rung Sat area, firing in support of search and clear operations by South Vietnamese army units.

Several times *Dyess* was hastily summoned from her up-channel position to lend emergency support to South Vietnamese troops attacking a large Viet Cong camp 20 miles up the coast from Vung Tao. On one such occasion, *Dyess* destroyed structures, earthen emplacements, silenced ground fire directed at the spotter, and left a number of Viet Cong casualties.

Doc Speaks the Language

When the cry "Get the Doc up here"! rings out, it usually means there is a wounded Marine or Vietnamese soldier to be attended. Not always.

If that particular corpsman's name is Louis L. Piatetsky, HM3, it could mean there is a prisoner to be questioned, for Doc Ski also acts as the unofficial interpreter and interrogator.

Piatetsky's command of Vietnamese, learned at a language school on Okinawa, has enabled him a number of times to question prisoners and possible Viet Cong suspects.

"I think my greatest help to the company," says Piatetsky, "is when we pass through a village on sweeps. I question the villagers to find where the VC hide, where there is drinking water, and if any mines or booby traps are in the area."

When not administering to the wounded, Piatetsky can usually be found in a Vietnamese village administering to the medical needs of the people.

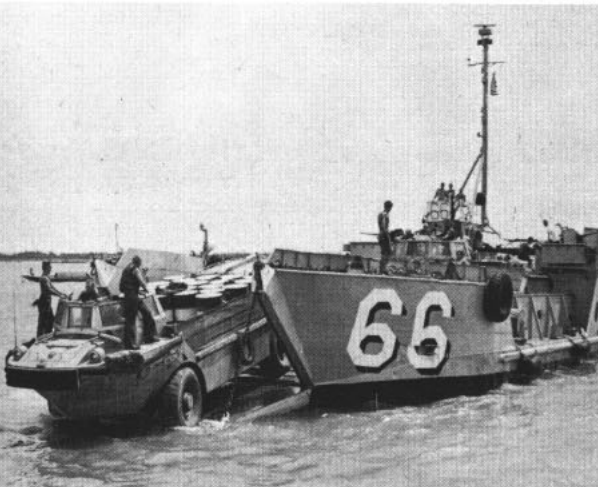
In many villages he is known as "Bac-se Lou," meaning Doctor Lou. He has struck up a friendship with a Vietnamese corpsman who helps further his knowledge of Vietnamese. Whenever he can, Piatetsky uses the language and tries to learn new words and phrases.

Seventh Fleet Carriers at Work

As most people know, launching air strikes against North and South Vietnamese targets is a continuing job, with little rest for the carrier's crew, or her embarked air wing.

USS Intrepid (CVS 11), and *Constellation* (CVA 64) have been par-

IT'S A LARK—LARC rolls off LCU during Operation Hastings to deliver supplies upriver to Dong Ha airstrip.



ticularly busy lately.

Atlantic-based *Intrepid* found her first month of operations as an attack carrier with the Seventh Fleet a little hectic. The day *Intrepid* arrived on station she launched her first strikes against enemy targets. In the ensuing weeks her pilots flew more than 2400 aerial sorties, and dropped some 2700 tons of bombs.

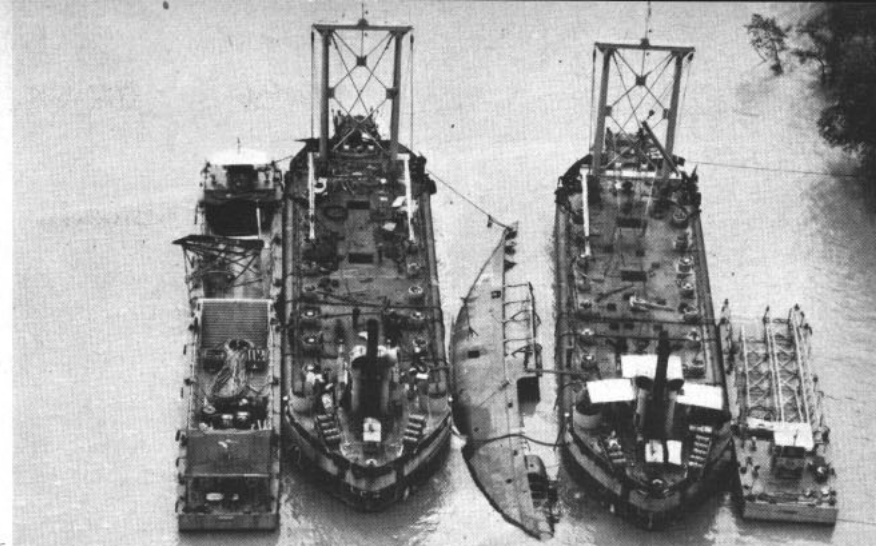
During a 31-day period, the carrier went alongside replenishment ships 50 different times, often next to the same ships two or three times the same day. The pattern was set by the air operations schedule, which called for launch and recovery at short intervals. *Intrepid* would go alongside and begin the required replenishment, interrupt it when planes were launched or recovered, then go back to filling up as soon as the aircraft cycle was completed.

The Fleet oilers, which fastened their lines to *Intrepid* about every third day, pumped nearly five million gallons of fuel oil and aviation fuels into the carrier's storage tanks. Of the aviation fuels, some 2.1 million gallons were consumed by *Intrepid's* A1 *Skyraider* and A4 *Skyhawk* aircraft.

In ammunition transfer, the carrier took aboard more than 2300 tons of bombs, rockets, 20mm machine gun bullets, and related ordnance items.

Replenishment ships highlined nearly 700 tons of food and stores to the flattop. During the period, the ship steamed more than 10,500 miles in her operations on Dixie station—operations reportedly executed without a hitch.

Constellation, a recent returnee to the South China Sea, has been rack-



MAKING ROOM—Harbor Clearance Team raises river steamer sunk in 1945.

ing up some statistics of her own. In her first nine days on station, Carrier Air Wing 15's total confirmed bomb damage assessment included the destruction or damage of 117 water vehicles, 74 buildings, 32 railroad cars, and 21 motor vehicles.

Some rail tracks were ripped up, in places for as much as 300 yards, eight petroleum-oil-lubricant (POL) sites were hit, one ammunition depot and a fighter control radar site destroyed, and at least three *Sam* or antiaircraft sites destroyed or damaged.

Constellation crewmen feel that's not bad for openers.

By the Deep, Fire

Navymen manning hydrographic soundboats are normally more concerned with measuring the depth of shallow offshore waters than firing a machine gun at an enemy dug in on the beach. But a soundboat crew

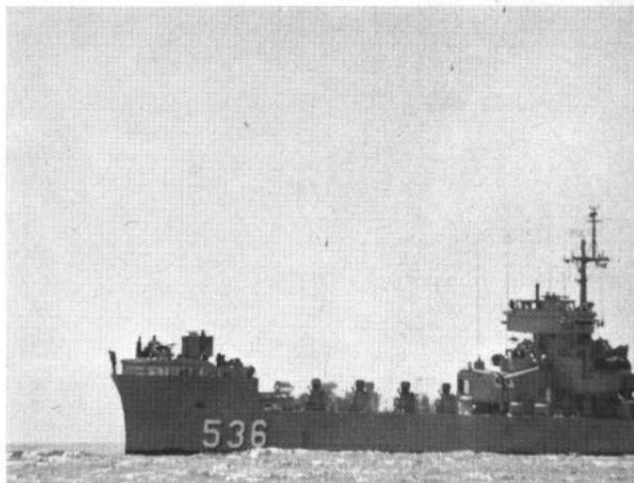
from *USS Maury* (AGS 16) proved recently that they are at home in either instance.

Soundboat 7 was running soundlines near Chu Lai, when she was taken under fire by automatic weapons from the beach, about 150 yards away.

Crewmembers on the soundboat were quick to return the fire with small arms. The coxswain swung the shallow-draft boat around to withdraw from the beach just as a second burst cut across the bow at deck-house level. Several bullets struck the craft, one of which passed through a window and just missed a fathometer operator. *Soundboat 7's* crew silenced the enemy with fire from her 50-caliber machine gun.

The officer in charge of the soundboat credited his crew's quick reaction in manning their stations and returning fire for holding damage to a minimum and averting casualties.

NIGHT AND DAY—*USS White River* (LSMR 536), with firepower of four destroyers, fires in support of troops ashore.





Seeing the

RECENTLY the Commander of the Seventh Fleet made a protocol visit to Thailand. This involved a port call to Bangkok for the admiral's temporary flagship, the guided missile destroyer USS *Buchanan* (DDG 14).

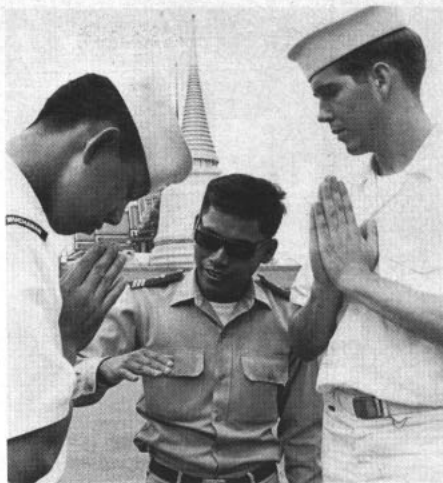
The moral: It is good to serve aboard a COMSEVENTH FLEET flagship.

Full day tours of the city were arranged for the 350 *Buchanan* Navy-men. Bangkok has long been a tourist attraction. Among other sights, a visitor can find no less than 300 temples within the city, including the Wat Trimitr with its five-and-one-half-ton solid gold Buddha.

Bangkok was once called the Venice of the East, but most of the



ALL HANDS



Sights in Thailand

klongs (canals, to Westerners) which once served as city streets have been filled to make room for modern highways. Some remain, however, and the guided tours took *Buchanan* Navymen to visit a floating market via water taxi.

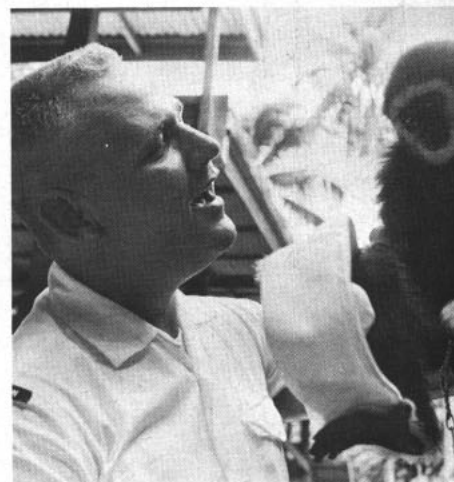
The more ambitious Navy tourists climbed the steep steps of the Temple of the Dawn for a view of Bangkok's skyline along the Cao Phya River. Further upriver were the royal state barges, a small fleet of elaborately carved and decorated wooden boats, once used by Siamese kings for visits to the country areas.

Another popular sight was the Grand Palace and the adjoining Temple of the Emerald Buddha. The temple contains intricate ex-

amples of ancient Thai, Laotian and Cambodian architecture.

Visits to the market places were also popular.

Clockwise from Upper Left: (1) *Touring Navymen view royal barges.* (2) *Floating market outside Bangkok has produce brought in from jungle farms.* (3) *Royal Thai Navy chief teaches Buchanan sailors Thai formal greeting.* (4) *Unusual architecture is explained by guide.* (5) *Local monkey business.* (6) *Some saw the famous Thai silk being woven.* (7) *A look-see at the Golden Buddha at Wat Trimitr.* (8) *Destroyermen shop for a jewelry bargain.* (9) *Colorful Bangkok was recorded on film by many.* (10) *Climbing steps at Temple of Dawn.*



LETTERS TO THE EDITOR

Defense Ribbon Is Authorized

SIR: Recently several men from the west coast have reported to our command wearing new National Defense Service Ribbons. They say the award has been authorized, but can't quote any specific directives.

Is the ribbon regulation? If so, what is the directive which authorizes it?—P. W. O., YN2, USN.

● It certainly is. The National Defense Service Ribbon was authorized by SecNav Notice 1650 of 5 May 1966.

As you probably know, the award was previously authorized for men who served honorably between 26 Jun 1950 and 28 Jul 1954. Last January, Executive Order No. 11265, amending Executive Order No. 10448 further announced eligibility for those who serve honorably after 31 Dec 1960 and a terminal date to be announced.

There are several exceptions. Generally speaking, eligibility may not be earned by very short periods of active service. Guard and Reserve forces on short tours of active duty to fulfill training under an inactive duty training program are not authorized to wear the medal as a result of such duty. The same holds true for people on temporary active duty to serve on boards, courts, commissions and such, or those on active duty for the sole purpose of undergoing a physical examination.

Navymen who are eligible may buy the ribbon and wear it—or may wear a bronze star in lieu of the second award, when appropriate.

The National Defense Service Medal, however, is not yet available for distribution. When an adequate supply is procured, information will be published regarding method of issue.—Ed.

Advancement as Reservist

SIR: I am due to be released from active duty in March 1967, at which time I intend to enter the Naval Reserve. This August I took the examination for second class.

If I am authorized for advancement, and accept, I understand it is necessary to obligate for one year's service beyond the date of promotion. If I do not choose to do so, could I accept the advancement as a Reservist?—D. R. B., YN3, USN.

● Yes. But you could not assume the higher rate until you were separated if your advancement came before your EAOS.

For men on active duty, advancement is authorized only when there is

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

at least one year's obligated service beyond the effective date of advancement. If the date is before your separation, you will remain a PO3 until after being released from active duty, then apply for the higher pay grade, as a Reservist, under the provisions of BuPers Inst. 1430.1E.

If the effective date of advancement is later than your EAOS, you apply for advancement under the terms of the same directive and assume the new pay grade on the date authorized by BuPers. By then, of course, you are a Reservist.—Ed.

Origin of Quartermaster Rating

SIR: I'm seeking a definition for the title Quartermaster as it is used in the Navy.

As you know, this title in the Army more or less implies the true meaning of the word—one in charge of quarters, berthing, messing, supply, and so forth. In the Navy, however, it refers to those persons concerned with navigation and shiphandling arts.

Undoubtedly the naval term stems from the days of wooden ships and iron men when, perhaps, the navigation officer wore several hats. What's your definition of quartermaster?—J. R., YNC, USNR.

● In the early days, when ships were

Appointment for Warrant

SIR: I have been selected for warrant officer with an appointment date of 1 Feb 1967. My present enlistment will expire on 20 March. Will I be allowed to reenlist three months early? The reenlistment bonus and cash for unused leave would come in handy.—F. V. P., AOC, USN.

● Your concern is understandable, but no. Since your enlistment expires after your date of promotion to WO-1, you may not be discharged early for the purpose of reenlistment.

Check the "BuPers Manual," Article C-1403.—Ed.

considered to be merely platforms from which soldiers fought, seagoing quartermasters actually were soldiers assigned as "masters" of the "quarters" on ships carrying troops. These men performed the same quartermaster duties aboard ship as they did with troops ashore.

Later, it became the custom to have these masters of the quarters remain on board after the troops were disembarked. Since there were no soldiers requiring their services, the quartermasters were assigned other shipboard duties. Eventually, they became part of the ship's crew.

By Farragut's time the quartermaster was well on his way toward becoming what he is today: the secretary, assistant, and general right-hand man of the watch officer and the navigator in everything pertaining to navigation.

These comments on the evolution of the quartermaster are based upon the Navy Training Course for Quartermaster 3 & 2 (NavPers 10149-B, page 1). Perhaps some ALL HANDS readers will inform us of other sources.—Ed.

Was Your Ship There? Many Were

SIR: On the morning of 29 Jan 1945 an amphibious landing off the coast of Zambales in the Philippine Islands proved to be one of the more pleasant surprises of the liberation of Luzon.

At that time, Task Group 78.3 was to land 30,000 troops to protect the flank of the Sixth Army on its march from Lingayen Gulf to Manila.

While reconnoitering the beach near the little towns of San Antonio and San Narciso, the advance force was met by local guerrilla forces in banca boats. The guerrillas were shouting "liberty," proclaiming that the enemy forces had been cleaned out and the coast was in friendly hands. The landing was then accomplished rapidly without a shot being fired, hastening the liberation.

My question is, do you know which ships took part in that amphibious operation? The most informed source I have found is Morison's *History of U.S. Naval Operations in World War II*, but even this source provides only an incomplete listing of TG 78.3 and its supporting units.

The occasion which prompts this inquiry is the presentation of a plaque to the towns of San Antonio and San Narciso, to commemorate the long history of Filipino-American cooperation. The U.S. Naval Communication

Station at San Miguel, which lies between these towns, still enjoys the friendliness and cooperation demonstrated that morning in 1945.—F. M. R., CAPT, USN.

• We consulted the Naval History Division on your question, Captain, and they provided us with an extract from the CTG 78.3 "Report of Amphibious Landings in Zambales Province, Luzon, P.I." dated 4 Mar 1945.

The narrative describes the mission of the landings as follows:

To land the assault forces of the XI Corps Headquarters, composed of the 38th Infantry Division and the 34th RCT of the 24th Infantry Division, together with their supplies and equipment, in the Zambales area and support the landing by close gunfire and air support, in order to block hostile retirement into Bataan Peninsula."

An additional mission was to open and occupy Subic Bay.

Other readers might be interested in the names of the participating ships. Recognize any of them? Here goes:

The combat vessels included: *uss* Charles J. Badger (DD 657), *Isherwood* (DD 520), *Luce* (DD 522), *Picking* (DD 685), *Sproston* (DD 577), *Wickes* (DD 578) and *Young* (DD 580).

The amphibious warfare ships included *uss* Mt McKinley (AGC 7); *Alycane* (AKA 7), *Algol* (AKA 54), *Alshain* (AKA 55), *Aquarius* (AKA 16), *Arneb* (AKA 56), *Auriga* (AKA 98), *Capricornus* (AKA 57), *Chara* (AKA 58), *Mercury* (AK 20); *Alpine* (APA 92), *Appling* (APA 58), *Baxter* (APA 94), *Cavalier* (APA 37), *Custer* (APA 40), *Du Page* (APA 41), *Elmore* (APA 42), *Harris* (APA 2), *Haskell* (APA 117), *Lamar* (APA 47), *Pierce* (APA 50), *Sarasota* (APA 204), *Sheridan* (APA 51); *Cofer* (APD 62), *Kephart* (APD 61), *Lloyd* (APD 63), *Newman* (APD 59), *Rathburne* (APD 25). A number of landing craft were included in the contingent. Among them were: LCIs 225, 226, 337, 338, 340, 341, 688, 985, 986, 987; LCSs 7, 8, 26, 27, 48, 49; LSMs 63, 64, 66, 67, 68, 268, 269; LSTs 453, 463, 552, 553, 555, 558, 565, 569, 573, 583, 592, 606, 609, 612, 623, 631, 636, 658, 662, 669, 679, 680, 693, 703, 707, 714, 734, 735, 736, 737, 740, 745, 746, 775, 908, 910, 922, 924, 990, 999, 1006, 1014, 1024, 1025 and the vehicle cargo ship, then referred to as landing ship, vehicle *Monitor* (LSV 5).

Among the mine warfare ships were: *uss* Pursuit (AM 108), *Requisite* (AM 109), *Sage* (AM 111), *Salute* (AM 294), *Saunter* (AM 295), *Scout* (AM 296), *Scrimmage* (AM 297), *Scuffle* (AM 298), *Sentry* (AM 299), *Triumph* (AM 323); the minelayer *Monadnock* (CM 9); and the motor minesweepers YMS 6, 8, 9, 50, 53, 68, 158, 219, 243, 286, 314, 334, 336, 342, 353, 360, 363, 398, and 408.

The patrol ships included the escort ships *uss* Day (DE 225), *Eugene E.*



YARD OILER Casinghead steams out to refuel ships in Yokosuka, Japan.

Elmore (DE 689), *George A. Johnson* (DE 583), *Leslie L. B. Knox* (DE 580), *McNulty* (DE 581), *Metivier* (DE 582), and *Riley* (DE 579); the submarine chasers SC 521, 667, 995, 1327; PC 1119, 1122 and 1133, and the frigate *Warrego*.

Auxiliary ships included the transports *uss* *Golden City* (AP 169), *La Salle* (AP 102), *President Polk* (AP 103) and *Winged Arrow* (AP 170); the salvage ship *Grasp* (ARS 24) and the ocean tugs *Hidatsa* (ATF 102) and *Rail* (ATO 139).

In addition, two XAKs (Liberty ships) participated, but their names were not given in the report.

It is interesting to note that many of the ships mentioned are still in active service. Others have gone the way of all metal.—Ed.

ON STATION—*USS Ranger* (CVA 61) is replenished by *Sea Knight* copters.



Good Conduct Medal for Waves

SIR: Three-year enlistments, under which many women enter the Navy, do not allow sufficient time in service for Waves to qualify for the Good Conduct Medal.

I feel that if one must fulfill the same basic requirements in a three-year enlistment as others do in a four-year enlistment that one should be eligible for the same rewards for good service.

Has any change or reversion to three-year eligibility been considered of late? —S. J. W., YN3 (W), USN.

• There is no plan at present to revert to the three-year service requirement which was changed to four years in 1963.

Policy advisors inform us that the change was made only after considerable study and review. It's their opinion that the four-year requirement for eligibility makes the Good Conduct Medal a more meaningful award which is coveted by sailors and Waves alike. —Ed.

Tawasa Counterclaim

SIR: *uss* *Tawasa* (ATF 92) makes no claim to a record, but cannot let the claim of the precommissioning unit of *Flasher* (SSN 613) go unchallenged. (August issue, p. 34.)

The results of *Tawasa's* February 1966 advancement exams indicate that 82.4 per cent of our men taking the exam passed, and that 100 per cent of those passing were rated. Of those who took the special May examination (for E-4), 100 per cent passed, and 83.8 per cent were authorized for advancement. —J. W. Millard, LT, USN.

• Double congratulations to you. First for your outstanding advancement results, and then for your discretion in not claiming a record.—Ed.



DRAGGING DRAGONS—Twenty-five crewmembers of *USS Dixie* dig in with paddles during Dragon Boat races.

Here They Are: All-Navy Dragon Boat Champs

SIR: I recently read that a 25-man crew from *uss Dixie* (AD 14) rowed to victory in the annual Dragon Boat Festival races on the River of Love in Kaohsiung, Taiwan. The article went on to say it was the second time a Navy crew had entered the race. The first was a crew from Headquarters Support Activity Detachment Five.

The time has come to set the record straight. Although I won't claim a first, I will say that *uss Caliente* (AO 53) entered a team and won the race in June 1958.

Here's what happened. The captain

of our ship, while making a courtesy call on local port officials, heard about the annual races. Since *Caliente* was to be in port for three weeks as station ship, he thought it would be a good idea for the U. S. Navy to be represented. The word from local officials was that no Americans had ever competed in the race before.

I was, unfortunately, assigned the collateral duty of ship's athletic officer at the time, so the captain called me up to his cabin and broke the good news about our ship entering a crew in a "Dragon Boat Race."

I thought at first the captain had been in the sun too long. When I tried recruiting a team from the ship's company, the consensus was that I, too, was suffering from sunstroke. All my efforts to collect 25 men failed.

At last, the captain dropped a hint that special liberty might be arranged for volunteers. Also, if restricted men would join the team (and the team won), it was very probable that all restrictions would be canceled. We had a dragon team!

After only two practice sessions, the big day arrived. With the captain's

PAST PERFORMANCE—Navymen of Detachment Five, HQ, Support Activity, Kaohsiung, await awards in 1965.



TROPHY TIME—Member of Detachment Five rowing team accepts winners' trophy from Mayor of Kaohsiung.

promise of liberty ringing in their ears, they were off. Our crew was an unusually husky lot so nobody was much surprised when we came in about four boat lengths ahead of our closest competitor.

The winning crew went on liberty and the ship got a beautiful flag from the race officials which, for all I know, is still hanging in the ship's mess deck.

COMSERVPAC even went so far as to make up a special rating badge for "Dragon Boat Crewmen."

Please don't misunderstand me. I heartily congratulate HSA Detachment Five and Dixie on their respective victories. However, I want them and the world to know that old Caliente was there ahead of them.—B. A. Buscher, LCDR, SC, USN.

• *Thanks for your very interesting letter, sir. We think you can now consider the record set straight. We might say, at this point, that Dixie sent us an account of this year's events at Kaohsiung which did not include the claim that she was the second U. S. Navy victor in the history of Dragon Boat racing.*

For those who are not up on dragons, here's some more information to round out the story.

In September 1965, ALL HANDS carried the news that Detachment Five of the Headquarters Support activity at Kaohsiung had won the Dragon Boat Race. The team really didn't expect it to turn out that way. They had only four short practices during which they learned that a dragon is not easily moved.

Although Detachment Five's practice performances were unimpressive and one of their competitors was a City Hall team (everybody knows you can't beat City Hall), the Navy team played the role of Dragon Boat Racers to the hilt. For the occasion, they donned blue coolie hats decorated with gold spangles and stenciled Seadragon (in Chinese characters) across the back of their shirts.

Detachment Five was apparently as surprised as anybody when they not only finished the course at a race pace for the first time, but also won in their category.

The Dixie team in this year's race also had a mere four days in which to condition and train. Lieutenant (jg) Laws acted as coach, Lieutenant F. P. Dillon as coxswain and H. J. Anderson, MMFN, as cadence counter. The Dixie men who paddled their own canoe were R. Williams, BT2; B. Moore, MM2; C. F. Moseley, MRFN; R. B. Ginsburg, DM3; D. R. Perry, SN; B. L. Seaton, TM2; C. L. Jones, FN; J. J. Milkovich, SFP3; P. H. Friedrich, GMT3; R. N. Carlson, YN1; C. E. Wetzel, BT3; M. M. Leal, SN; C. E. Pollock, SFP3; M. B. McCool, EN3; W. D. McGarity, TMSN; F. N. McKee, IC3; A. C. Franklin, FN; I. J. Decamp, SK2; W. E. Hartman, TMSN; A. J. Ferreira, DC3;



DIXIE DELIGHT—Coach LTJG Law receives Dragon Boat trophy for USS Dixie.

J. W. Faunce, GMT3; J. E. Greenburg, MA2; and H. J. Anderson, MMFN.

The Dixie team, taking their cue from last year's winners, also dressed for the occasion. They wore tasseled beanies tied firmly to their heads and red rowing shirts with Dixie Dragons boldly lettered (in English) across the back. The accompanying photos will give you an idea of what a dragon boat race is like. Obviously, a good time was had by all.—ED.

Return to Service

SIR: Several years ago I was a Navy signalman first class. I was discharged, spent some time as a civilian, then returned to the Navy. Because SM was

not then on the "open rates" list, I took a cut in pay grade and was reenlisted as an SM2.

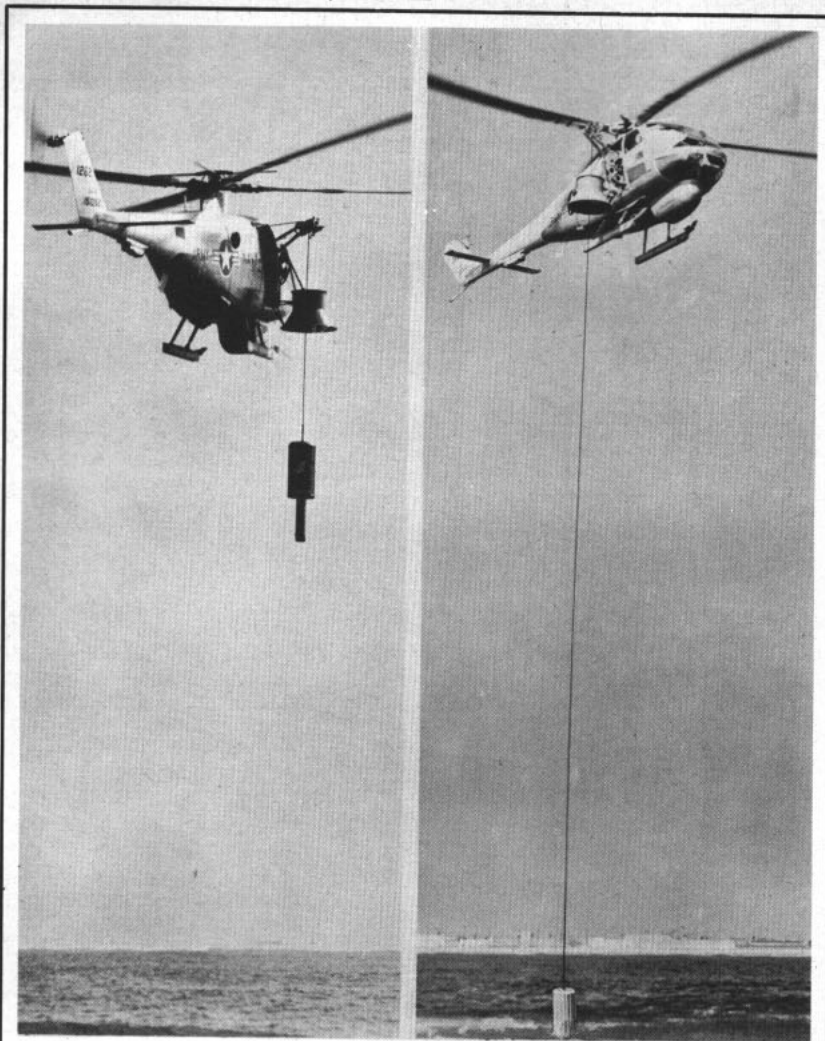
Since then—six months later, to be precise—SM was added to the "open rates" list and Reserve signalmen were allowed to return to the service after three months had elapsed and still retain their pay grade.

Can I be reinstated as an SM1?—R. H. R., SM2, USN.

• Sorry, BuPers Inst. 1430.7D is the final word in this case. The directive stipulates that broken service reenlistees must hold a rate and rating which is currently—repeat, currently—on the open rates list or must accept a lower grade.—ED.

YEAH TEAM—The Dixie Dragons team poses for photo after rowing to a first.





LINE ON SUBS—Advanced rigid-rotor XH-51A copter demonstrates ability.

Halsey and Nimitz

SIR: I am keenly interested in naval history. So far, I have been unable to locate a publication dealing with the life stories of Fleet Admirals William F. Halsey and Chester W. Nimitz. Do you know of any?—H. H. PN3, USN.

• We know of a couple of books concerning Fleet Admiral Halsey that might interest you. One is an autobiography called "Admiral Halsey's Story." The other is by L. A. Keating, entitled "Fleet Admiral: The Story of W. F. Halsey."

If your ship's library doesn't have either of these, the library officer can probably get them for you.

Unfortunately, we know of no biography of Fleet Admiral Nimitz. However, there are numerous magazine articles about his life which you should have little trouble locating in your nearest public or ship's library. Look through the "Readers' Guide of Periodical Literature."

While we're on the subject of admirals and their biographies, we would like to bring to your attention a new

book published by the Division of Naval History. It's entitled "Admiral Raymond A. Spruance, USN—A Study in Command," and the author is Vice Admiral E. P. Forrestel, USN (Ret).

As you probably know, ADM Spruance's crushing victory over the Japanese fleet at Midway was one of the most decisive battles in all history, and the turning point of the war in the Pacific.

The book may be purchased from the Superintendent of Documents, Washington, D. C. 20420 for \$2.75—Ed.

Wings for Corpsmen

SIR: I am a hospital corpsman in flight status. The combination has caused a few problems.

During the past two years I have flown 18 search and rescue missions, accumulating 126 hours in the air. I completed the local training syllabus for rescue aircrewman, and was designated such (8285) by my command.

I am, in other words, a qualified aircrewman. Nevertheless, I find I cannot

be assigned the NEC of 8285 as it is not in the 8400 series (hospital corpsman). Is this really so? If yes, why?

If I can't be assigned the NEC of 8285, may I continue to wear aircrewman wings after I am transferred to another command?—H. M. F., HM2, USN.

• Yes, it really is so. You may not hold NEC 8285. Assignment of the Aircrewman NEC is not made to HMs because it serves no purpose in their distribution.

The NEC limitation, however, does not make you less an aircrewman. You earned your wings; you may wear them both at your present command and after you are transferred. Once earned, the privilege of wearing the wings may be revoked only for cause.—Ed.

More Than Meets the Eye

SIR: I read your article in the July issue of ALL HANDS called "Some Like Them Old." Inasmuch as I am a Model T enthusiast myself, I particularly enjoyed your account of SW1 Fowler's Model A roadster pickup and Chief Irish's Model T.

The Model T was produced between 1908 (not 1906 as your article stated) and 1927. More than 15 million were sold during this period.

It is estimated that 100,000 Model Ts are still in existence and 40,000 are still in operation.

I have driven my completely restored 1913 Model T touring car all over California and I plan to make a cross-country trip in it next year.

As you said, the antique car field is not exactly cost-free. Although my Model T cost only \$750 when it was new, I have spent four times that amount getting it back into shape.

I am not sure whether Petty Officer Fowler will be happy or sad to know his Model A isn't as rare as he thinks it is. I know of five 1930 Model A roadster pickups like his in the Long Beach area alone.—Lawrence E. Smith, ENFN(SS), USN.

• Thanks for your letter and the interesting details it presented.

A few more—In checking an encyclopedia on the subject of early autos, we discovered that Henry Ford produced eight models before he reached the T. These were models A, B, C, F, K, N, R and S.

None of these cars were too popular with the buying public, and we received the impression that this was due to their comparatively high cost (for those days, of course).

Our good friend at the Smithsonian Institution tells us that this is not entirely true. Other factors entered into the picture which affected the popularity of the cars, although he wasn't too specific as to just what those factors were. Most of the earlier models cost less than \$1000, which was a lot of money and still is. The model B cost in

the neighborhood of \$2000, and the K, \$2800. The others ranged from \$600 to \$1000. The model T was in this range.

The Model A which preceded the T may be a surprise even to antique car buffs. The early series of Model A was built in 1903. It did not, of course, become famous, as did the later A. It did come in two styles, however—a run-about which sold for \$850, and a tonneau which cost \$950.

As might be expected, the predecessors of the Model T are all rare items—not even the Smithsonian has one. There is, however, at least one private collector who has a complete collection up to, and including, the Model T. We shudder to think of the cost.—Ed.

Ribbon Precedence

SIR: I was appalled by the glaring discrepancy on the front cover of the July issue. The first class machinist's mate is depicted wearing a Good Conduct Ribbon between two other ribbons.

Obviously the MM1 is out of uniform. The Good Conduct Ribbon should be worn in the senior position with the campaign bars to the wearer's left.—R. C. P., TN1, USN.

• Who says they were campaign bars?

We asked our artist who drew the cover. He said the ribbon to the right of the Good Conduct Award was the Silver Star. That and more than 20 other military decorations, unit awards and non-military decorations take precedence over the Good Conduct Medal.—Ed.

Engine Room, Boiler Room.

SIR: In your July issue you had a very interesting article entitled "Navy Ratings: Key to a Career". One question,



FIRST TIME OUT—USS Tripoli (LPH 10) steams in Gulf of Mexico during trials.

however, concerning the picture on page 12. Since when do boilermen stand watch at engine room throttle boards where machinist's mates are supposed to be?—R. D. N., EM3, USN.

SIR: I am a BT with over five years in the Navy. I've been on five different ships, and I've yet to see a ship that has the throttle board in the fireroom or boiler room.—R. O. F., BT2, USN.

SIR: An item in your July issue is incorrect. In the ratings section, under the heading Boilerman, you show a man at the throttle station in the engine room. In an extreme emergency, a BT might have to man that station, but not normally.

Actually, the man in the picture is a machinist's mate, J. C. Cunningham, MM3, presently stationed with me. He says the picture was taken in the engine room, and that he doesn't recall having

been a BT at the time.

Why not be accurate, and show somebody cleaning a steam drum, or changing burners, or testing boiler feed water? There are hundreds of pictures you can take in the fireroom to show the real BT in action.—D. A. P., BT1, USN.

• All of you are right, of course, and we're embarrassed at not knowing our boiler rooms from our engine rooms.

We would like to add, however, that we depend on the Fleet for our photographs, as well as our information. Rarely do we receive good photos of the Black Gang at work.

While we are on the subject, your attention is invited to the back page of this issue, where, among other things, we say that the man on the scene is best qualified to tell what's going on in his outfit. The same applies to photographs.—Ed.

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Golf and Gun Dominate Sport

DEFENDING All-Navy Golf champion Dave Bollman slipped to a 75 in the final round of this year's tournament, but still managed to stay one under par for the 72 holes for a one-stroke victory over Stu Schroeder in the open division.

Bollman fashioned rounds of 69, 71, 72 and 75 for his 287 total over the par 72 NAS Patuxent River course.

Schroeder, who was also last year's runner-up, shared medalist honors with Bollman as five players shot par or better on the first day.

Andy Mosley, a veteran of previous All-Navy tournaments scored a first round 70, but dropped to a 78 on the second day and was never again in contention for the crown despite the fact that his final 71 was the only sub-par round scored that day.

Rudy Boyd, who was six strokes off the pace after 36 holes, shot a three-under 69 in the third round as he made a pitch for a vantage point to the title. His sub-par shooting put him at one-under-par 215, three strokes off the pace.

Schroeder missed par by a stroke on the second day and by two more on the third, as he dropped steadily to third place. At the end of 54 holes of play, he was four strokes off the pace at even par.

On the final day, Bollman gave everyone a chance to catch up, as he went three over par to a 75. Schroeder came charging in Arnold Palmer style, but the charge faltered

at even par and he lost by a stroke.

Boyd, who needed only an even par round to tie for the title and force a playoff, skied to a 77 under the pressure. He finished third, four strokes over par and Schroeder.

In the senior division, defending champion Ed Peck and Hugh Baskette, a former Bollman teammate, shared medalist honors at even par 72. But that was as close as they got to the title, as Captain Ace Johnson poured in rounds of 73, 74, 76 and 76 to beat Peck by two strokes and Baskette by seven.

Johnson led after two rounds with a 147. Ed Bray moved into the second slot at 150.

Peck and Baskette, playing like twins, came in with second-round 79s, which put them in a three-way tie for third with Captain Tex Ireland at 151.

Then Peck made an early surge in the third round for a par 72 as Johnson slipped to a 76, putting the two in a tie for the lead at the end of 54 holes of play. Bray held a steady grip on second place at 227, four strokes away from the leaders.

In the final round, Ace Johnson showed that his golf was as appropriate to the number one spot as his name. He turned in another steady 76 to take the title, as Peck shot a 78, good for second place.

Baskette, who had hovered at 79 for two days, moved past Bray and into third place with a 76, for a 306 total.

The win was Johnson's first in

several tries for the senior title. It was also a moral victory for Johnson, whom Peck had defeated by 18 strokes in the East Coast senior championship.

Peck's second place finish was his third in four years. He also placed second in 1963 and 1964, in addition to his 1965 win.

The women's division improved on last year's winning score by over 30 strokes, as LCDR N. G. Hollenbeck jumped to an early seven stroke lead and was never in trouble on her way to the title.

Miss Hollenbeck toured the course in three-over-par 75 in the first round, the lowest women's score of the tournament. Subsequent rounds of 83, 81 and 85 gave her a 324 total and a two-stroke victory over runner-up M. A. Hall.

Miss Hall, who began the tournament with a respectable 82, picked up four strokes on the leader with a second round of 79 and another stroke in the final round, but couldn't overcome her deficit from the first day's play.

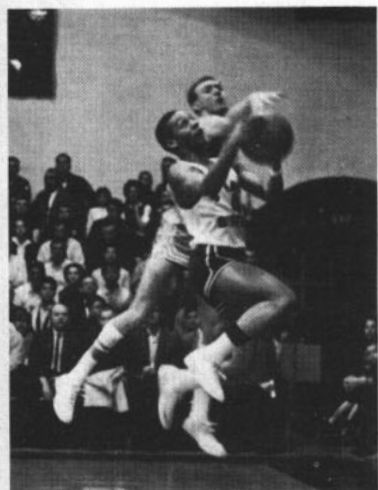
Defending champion Estelle St. Clair was 24 strokes better than her title pace of a year ago, but her 333 total was only good for third place.

In this year's competition, seven of the 10 women entrants beat last year's winning score of 357.

Interservice Golf

Navy men held down second place in both the open and senior divi-

HERE AND THERE—Netmen are at it again. Read Cup (center) is sailing trophy. Rt: Professional tennis on carrier.



Round Up

sions of the Interservice Golf tournament this year, as the Air Force made a clean sweep of the division and team titles.

Lieutenant (jg) Stu Schroeder, runner-up in the All-Navy open division, finished at 288, five strokes behind the defending champion, Captain Warren Simmons, but the final round was nearly over before the championship was decided.

Simmons led the tournament for all but six holes of the final round after opening with a three-under-par 68 on the 6213-yard east course at Maxwell AFB, Ala.

Schroeder, tied for ninth place after the first round, came in with a second round 69 to pull within range of the leader.

In the final round, Schroeder and Simmons battled in a head-to-head match. Schroeder started the round three strokes behind, but evened the match at the 8th hole when Simmons bunkered his second shot and three-putted.

Schroeder went ahead for the first time in the tournament with a birdie at No. 13, but lost the stroke on the 14th with a par. A six on the following hole put Schroeder two strokes behind. He gained a stroke on Simmons again at No. 16 with another par.

The Navyman then finished with two double-bogies to Simmons' pars as he put his tee shot over the green on the par three 17th and knocked his second shot out of bounds on the final hole.

All-Navy Golf Scores

Open Division

Dave Bollman, YN3	69-71-72-75-287
LTJG Stewart Schroeder	69-73-74-72-288
LT Rudy Boyd	73-73-69-77-292
Andy Mosely, AE1	70-78-76-71-295
Gary Groh, AA	72-75-74-74-295
ENS Joe Endry	72-77-74-73-296
CAPT Jim Deemer, USMC	73-73-77-75-298
LTJG G. G. Creagh	77-73-75-73-298
J. W. Young, BM2	80-73-77-72-302
F. Dobos, Jr., CMC	73-76-80-76-305
LTJG Ron McLeod	75-77-76-78-306
Fred Crockett, AK1	75-82-75-75-307
K. W. Greer, DM2	80-75-77-77-309
Ken Likeness, ETN3	82-76-80-79-317
John Teckley, SFC	76-87-76-82-321
J. J. Sudac, MMFN	80-83-80-81-324

Senior Division

CAPT Ace Johnson	73-74-76-76-299
------------------	-----------------

CDR Ed Peck, MSC	72-79-72-78-301
Hugh Baskette, AKC	72-79-79-76-306
CDR Ed Bray	74-76-77-81-308
CDR C. O. Parrish	75-77-78-80-310
CAPT Tex Ireland	75-76-80-82-313
E. O. Henry, AEC	82-76-75-81-314
LT J. E. Hayes	76-79-85-84-324

Women's Division

LCDR N. G. Hollenbeck	75-83-81-85-324
M. A. Hall, RMSN	82-79-81-84-326
Estelle St. Clair, PN1	84-85-81-83-333
Gwendolyn Anderson, PN1	86-88-82-84-340
LT Sarah Watlington	84-82-91-85-342
LCDR Mary Bisenius	87-84-85-91-347
LTJG S. Russell	93-86-89-84-352
Sarah Jackson, PNCS	90-92-96-81-359
B. E. Mayhall, PN1	95-101-94-91-381
LT M. A. Wilson	97-101-101-94-393

Teammate Gary Groh, who placed fifth in the All-Navy, finished in a tie for fourth. All-Navy champ Dave Bollman, Rudy Boyd and Andy Mosley were far down the line.

In the senior division, Ed Peck held a firm grip on second place all through the tournament behind medalist Ken Postlewait of the Marine Corps at the 18-hole mark, and Col Harry Sanders, who led the division at the end of 36 and 54 holes. Sanders eventually won the title with a 294 total.

Peck had rounds of 76, 74, 74 and 72 for his 296, two strokes off the pace.

Ed Bray and Hugh Baskette, the other Navy seniors entered, finished at 306 and 322, respectively.

Bang-Up Job by Hamilton

For five years, Army Sergeant First Class William B. Blanken-

ship held something of a monopoly on the National Pistol Championship. And he was a very happy man. But not any more.

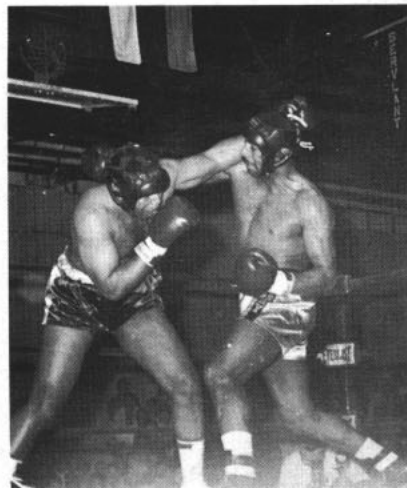
Now the monopoly belongs to Aviation Machinist's Mate 1st Class Donald R. Hamilton of Naval Air Reserve Training Unit, Washington, D. C., who recently won his second consecutive title at Camp Perry, Ohio.

Hamilton began the meet with a score of 882-37X. He followed up with a second-day score of 866-27X in strong winds to lead the meet by four points.

On the third day, Blankenship and Sergeant First Class R. D. Thompson began a charge which almost overtook Hamilton. Almost. By noon, Hamilton led Blankenship by only seven points and Thompson by eight.

Hamilton held off the Army

MATCH was held off California coast. Bowlers roll for BuPers trophy. Rt: Boxing season is now in full swing.



FROM THE SIDELINES

EIGHT HUNDRED and thirteen is a pretty large number for a score. It stands for 130 touchdowns (with a few place-kicks thrown in), a good scoring season of baseball, or eight or 10 rounds of golf, if you're like most of us.

But if you're Hugh Campbell, Airman, it signifies the best night of bowling you've ever had.

Campbell, captain of a Sunday night summer bowling team at NAAS Chase Field, went out for his usual night with the boys and came back a winner—and a record-holder.

He put together games of 237, 277 and 299 for a phenomenal 813 series.

The 299 is the highest game ever rolled on the Chase Field alleys.

And, so far as we know, the 813 series is the highest ever recorded by a Navyman.

Campbell will, of course, qualify for the BuPers bowling trophy, which is given to those rolling a 300 game or 700 series.

Now, after that 299 game, all he has left to work for is that last pin for a perfect game.

★ ★ ★

You'd think that a man would slow down a little after winning a championship or two; that he'd relax. But a true champion is sometimes spurred on to better things by a win.

That's how it was with Jim Massam, of the NTC San Diego varsity swimming team. Massam, as we reported last month, set a new All-Navy record of 2:28.4 in the 200-meter backstroke during the West Coast championships.

Massam kept up his pace in the recent Fiesta Del Pacifico meet in San Diego by taking three and a half seconds off the Pacific Southwest Swimming Association mark, lowering it to 2:13.5.

Now he has the distinction

of holding two records in the same event—and they're 15 seconds apart.

★ ★ ★

Unusual things happen in the world of weekend golfers, too. Some of them are good, and some of them—well, you can judge this one.

Jay Tuttle was out for a round on the Rota Golf Club course when Lady Luck made her play. Tuttle hit his tee shot on No. 12 and watched it head straight for the pin. A few seconds later, plop!

However, the threesome playing behind Tuttle didn't see the shot. And neither did anyone else but Tuttle, as he was playing alone. So now his friends are congratulating him—with sympathy.

Perhaps followers of the sport should develop a "buddy system," similar to that used in swimming.

★ ★ ★

Rota is also the basketball capital of Spain, or so it would seem.

Lieutenant (jg) P. E. Crooker, the naval station athletic officer there, put out a notice in the station gym that if interest warranted, a brief summer basketball league would be formed, for the purpose of getting the men in shape for football, or just for getting the men in shape. The original plan was to limit the play to the month of August.

But, according to our report, the hoopsters practically came out of the walls, and LTJG Crooker found himself with 15 teams—11 from base departments and commands (USS *Holland* entered four teams), and the remaining four teams made up of men without a common unit to play for.

As a result, Rota can claim a basketball season that finished *before* the football teams took over, instead of vice versa.

—Kelly Gilbert, JO2, USN

charge in the last event, scoring 293 of a possible 300 points to win the aggregate title with a score of 2629-114X. Blankenship and Thompson placed second and third, respectively.

During the shooting, Hamilton won his second straight Secretary of the Navy Award and became the first man to win the President's 100, a newly-instituted event patterned after the event of the same name in rifle competition.

All of which makes Hamilton's trophy case begin to bulge. He now holds trophies as the 1965 and 1966 National Pistol Champion, 1965 All-Navy Champion, and 1966 Interservice Champion.

And he's a very happy man.

—Kelly Gilbert, JO2, USN

Navy Rifle Team Scores

The U. S. Navy Rifle Team left the National Rifle Matches at Camp Perry, Ohio, this year with its fair share of hardware for the trophy cases, and two of the Navy's participants won national titles.

Donald Vaughn, Aviation Machinist's Mate 1st Class, became co-holder of the National Match record in Army Cup competition with a score of 100-19V out of a possible 100-20V. Vaughn hit the bull's-eye, but missed the V-ring on his fifth shot to tie the record set last year by Marine Corporal Daniel Sanchez.

Michael D. Nolte, Aerographer's Mate 2nd Class, outshot 2400 military and civilian riflemen to win the Marine Corps Cup. Firing from the 300-yard line at rapid fire, Nolte scored 100-12V to win the event.

Thomas N. Treinen, Aviation Machinist's Mate 3rd Class, won the Pershing Trophy as high individual scorer in the National Trophy Rifle Team Match. Treinen scored 250-30V out of a possible 250-50V for the title.

Nine Navy entrants also placed in the President's Hundred competition. Lieutenant (jg) Webster Wright shot a score of 147-14V to take top honors among the Navy competitors.

Another Navy shooter, Elaine Lehtinen, Personnelman 2nd Class, became the first Navy woman ever to place in the President's Hundred. It was her first national competition.

The Navy Rifle Team placed fourth in National Rifle Team standings at the Camp Perry matches with an aggregate score of 1180, a mere five points from the top.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Overnight Guests

You probably wouldn't be too perturbed if inclement weather forced your afternoon guest to become an overnight guest, assuming, that you have a spare couch.

But what if there were 1500 guests, mostly women and children, and they had to spend the night at sea?

The crew of the carrier *uss Wasp* (CVS 18) found themselves in just such a situation recently.

Wasp had departed Boston at 0900 for a scheduled one-day dependents' cruise in the local operating area. Highlight of the program was to be a series of flight demonstrations between 1200 and 1500.

By noon it was apparent that the heavy fog in the area was not going to lift in time to permit flight operations. *Wasp's* commanding officer announced that the ship was returning to Boston and would arrive at about 1430. She didn't.

After several unsuccessful attempts to enter the fog-shrouded channel, *Wasp* proceeded to an anchorage and the situation was discussed with naval authorities in Boston via radio.

The dependents would have to stay overnight.

All hands turned to to make their guests as comfortable as possible. The supply department broke out fresh stores to feed additional meals to the guests. Needless to say, berthing was a problem. The crew in the after section of the ship gave up their quarters and the officers moved out of their staterooms for assignment to the dependents.

A phone patch via *Wasp's* ham radio was rigged so that those having pressing business and personal engagements could contact shore.

Providing entertainment for the guests was no problem. Movies were shown continuously in hangar bay one; hangar bay two was the scene of a folk sing, a band concert, and a dance complete with orchestra.

By that evening the forecasts showed that the fog might continue for several days, so the skipper headed for Quonset Point. By the time *Wasp* arrived at NAS Quonset Point the next afternoon, a fleet of



SECOND MAIDEN VOYAGE—Fleet Oiler *USS Tappahannock* (AO 43) steams toward her new home port, Long Beach, after six years in the Reserve Fleet.

buses was waiting to transport the visitors back to Boston and the debarkation was accomplished without a hitch.

From all appearances, *Wasp's* guests thoroughly enjoyed their overnight stay. *Wasp's* crew was delighted at the chance to demonstrate Navy hospitality.

Repeat Performance for HC2

It isn't often that a single helicopter squadron rescues two men from the Mediterranean in a matter of three days. Nevertheless, HC-2 aboard *uss Independence* (CVA 62) did just that.

A squadron helo was in the air when the word came that a man was overboard. It wasn't long before the pilot spotted a smoke float marker and life ring but the man to be rescued was nowhere in sight.

During a second pass over the area, the real-life Oscar was spotted about 60 yards aft of the survival markers and was pulled aboard.

Two days later, another pilot from HC-2 was notified that a plane had splashed down some 16 miles from the aircraft carrier *Independence*.

This rescue turned out to be a cinch. The downed pilot had ejected from his disabled plane and was waiting patiently in his raft for help to arrive.

Minesweepers Return

Five Long Beach-based ships of Mine Division 91 recently ended a 10-and-one-half-month tour off Vietnam where they served a twofold mission.

Besides their primary job—detecting mines—the task of junk inspection was added.

The division, comprised of *uss Persistent* (MSO 491), *Conflict* (MSO 426), *Dynamic* (MSO 432), *Endurance* (MSO 435), and *Implicit* (MSO 455), was assigned to the Market Time Force.

The minesweepers patrolled the 1000-mile Vietnam coastline to halt transfers by junks of Viet Cong supplies and troops from the North.

Besides the MSOs, the anti-infiltration force is made up of destroyer escorts, Coast Guard cutters, and PCF Navy *Swift* boats. These units average about 1000 inspections daily while on Operation Market Time.



ON TARGET—Aerial photo shows damage to bridge and railroad yard after a strike by pilots of Air Wing Fourteen from the carrier USS Ranger (CVA 61).

Aviation Supply Office

The Aviation Supply Office has been in the spare parts business for 25 years.

Before the ASO came into being, aircraft spares were bought by the naval bureaus, naval air stations, and the Naval Aircraft Factory, as they were needed. This system, though efficient enough before World War

II when aircraft component parts were few, was too loosely organized to handle the expansion of the Navy's aviation program that followed the fall of France.

In 1939 the Navy was operating little more than 1000 aircraft. In June 1940, Congress authorized the procurement of 15,000 more. A centrally controlled supply system to

back them up with spare parts was imperative.

The Naval Aircraft Factory in Philadelphia was selected as the site of the ASO.

In October 1941 ASO was staffed by 200 civilian employees and 14 military. Only a few months later it was filling the desperate needs of the Pacific Fleet after the attack on Pearl Harbor.

By the end of World War II, ASO's work force had grown to 766 military, and 2050 civilian personnel. Between Pearl Harbor and VJ day, ASO had supplied American and Allied aircraft with spare parts worth well over a billion dollars.

Today, ASO supports more than eight billion dollars worth of aircraft. The two-billion-dollar inventory of stock items that backs up these aircraft demands the most efficient management methods possible. Automation has been the answer.

The Automated Purchase Order System, for instance, makes 50 per cent of ASO's purchases. It slashes the cost and time of the buying cycle, and permits quicker payment to the contractor. Approximately 45 million dollars in purchases are made annually with this system.

Automation also controls communications through the Automated Digital Network.

Other automated systems handle requisitioning and emergency requests for material needed to get grounded aircraft flying again.

With automated techniques adapted for most of the major programs used to supply naval aircraft, ASO has become the electronic nerve center of the entire Navy Aviation Supply System. Its reflexes are conditioned by signals from various parts of the system it controls.

These signals are motivated by the day-to-day issues, receipts and requirements of supply units all over the world. In the past, daily transactions were reported monthly, bi-monthly, or, under the best conditions, weekly. Supply information was, therefore, only as current as the last report.

Now, supply actions are reported daily over a worldwide electronic network. One of the most important effects of this immediacy is the speed with which needs are filled. If the Naval Air Station at North Island, Calif., for example, requests six gyroscopes on a Tuesday afternoon, by Wednesday morning computer

West Coast Enterprise Fleet Is Growing

In 1965, *Enterprise Jr.* hit the water in Seattle. Now Naval Reservists from Salem, Ore., are getting into the act with *Enterprise III*, a 16-foot model of the Navy's nuclear carrier.

Early this year, personnel of the Naval Reserve Training Center in Salem decided that a model aircraft carrier would be an unusual and appropriate contribution to the local Armed Forces Day parade.

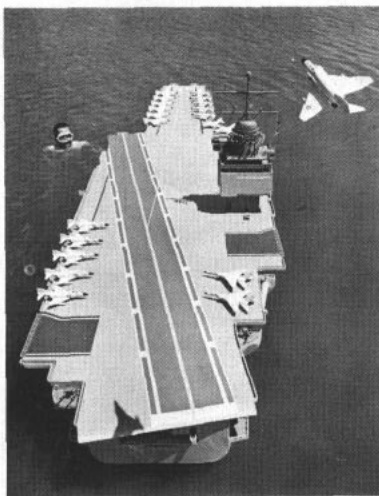
Funds to buy the materials and model planes were contributed by training center personnel, and the work began. Labor was supplied on a voluntary basis by active duty stationkeepers at the training center and by drilling Reservists, in their spare time.

After three months of hard work, the model was completed.

It was shown for the first time in the parade, with such success that the governor of Oregon requested that the model be displayed in the state capitol rotunda.

Since her first appearance in May, *Enterprise III* has created quite an impression on the Oregonians.

The Naval Reservists who built her are proud of their construction job, as well they should be. It takes a lot of work to build a carrier.



action has been taken which will start them on their way from NAS Alameda, or the nearest supply unit on the West Coast which has the parts needed.

In the past, the paper mills of ASO ground slowly. Now their shuffling sounds are being replaced by the staccato clicking of computers—and aircraft on the flight lines of the Navy are more quickly and economically ready for action.

In 1962, when besieged purchase personnel shouted for help, ASO's electronic cavalry came to the rescue. Between them they worked out a strategy to conquer the onslaught of paperwork that threatened to disrupt the small-purchase system.

The basis of this strategy was an automated small-purchase order program which was begun in March 1963.

As a result of this program, the 10 to 15 documents which previously cluttered a contract folder for a small purchase, have been reduced to two. The annual printing workload has been reduced by at least two million sheets.

Today ASO supports 8800 aircraft. Its supply system carries a 2.2-billion-dollar inventory of about 400,000 items. Its annual "sales" are about a billion dollars.

The most important of current demands of ASO's multibillion dollar inventory are those that come from the Seventh Fleet and the First Marine Air Wing in Southeast Asia. To keep up with the urgent needs of aircraft operating in and around Vietnam, ASO has worked out an



FAST WORK—USS *Sacramento* helo unloads supplies for carrier.

accelerated system of processing called Project Tiger Tom.

The system processes requisitions from Vietnam in four to six hours. Items available in ASO's supply system—about 99 per cent of those requested—arrive at the Naval Supply Center in Oakland, Calif., within 24 hours.

That kind of service makes for satisfied customers.

Traffic Briefing at Sea

A highway patrolman riding a greyhound, and an eight-hour driver improvement course are two more of the means by which the Navy is attempting to cope with the problem of traffic safety.

The destroyer-riding patrolman was from the San Diego division of the California Highway Patrol. He boarded USS *Orleck* (DD 886) in Pearl Harbor, and began giving presentations on highway safety, California traffic laws, and general items of information to Navy drivers while they were still at sea.

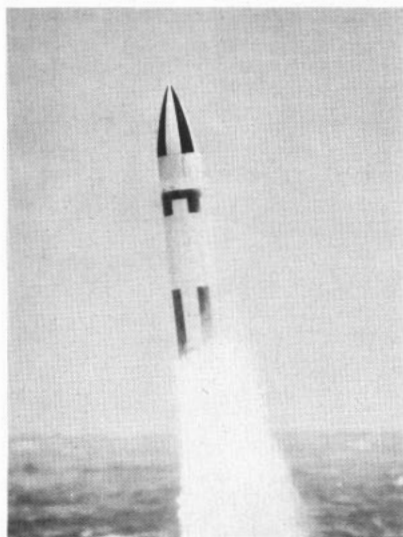
Orleck and two other destroyers of Destroyer Division 31, USS *Higbee* (DD 806) and *Leonard F. Mason* (DD 852), had been homeported at Yokosuka, Japan, for two years operating with the Seventh Fleet. During these two years, of course, many of the ships' crews had not been back to the United States. They found that many things had changed.

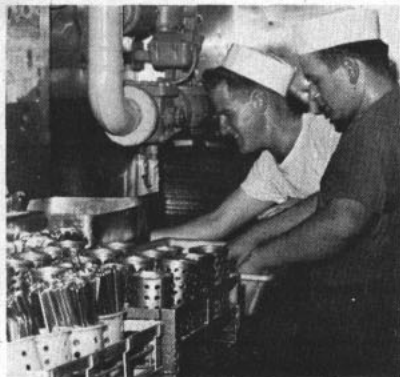
Transferring between the three ships by highline, the patrolman found a receptive audience for his presentations, which consisted of traffic safety films, discussions of motor vehicle codes and safety procedures, and even advice on how to buy an automobile. After two years away from home, the Navymen had many problems concerning expired licenses, registrations, and various changes in the vehicle code.

The program is not entirely new. For two years, briefing teams have been flown out to sea to join aircraft carriers based at San Diego and Long Beach returning to port from deployments. The patrolmen land on the carrier the day before they reach homeport, and give presentations until the ship ties up.

Now, with the help of highlines and willing California highway

HOT SHOT—USS *George Washington* (SSBN 598) returns from firing an A-3 Polaris shown here leaving the water.





Faces in the Fleet. . . .

patrolmen, smaller ships of the Pacific Fleet can also take advantage of years of accumulated experience in traffic safety.

Back at Pearl Harbor, Hawaii state safety officials have set up a traffic safety course for personnel aboard ships homeported there.

In four two-hour classes, Navy-men are taught the meaning of perfect driving, the practice of defensive driving, how to avoid collisions at intersections, and the art of passing and being passed.

Each session is sparked with still photographs of the result when drivers do not drive defensively, brief but forceful movies of the effect on car and occupants when moving vehicles meet immovable objects, and graphic descriptions from the teachers' personal knowledge of what can happen when drivers forget to drive defensively.

Crewmen from the destroyer *uss Ernest Small* (DDR 838) are the first to take the course, with men from *uss Straus* (DE 408) and *Charles Berry* (DE 1035) already signed up for upcoming courses.

Weather Satellites

Pilots taking off from the carriers *uss Oriskany* (CVA 34) and *Constellation* (CVA 64) can be sure they will not run smack into a typhoon right after they are launched.

Reason for their certainty is the carriers' use of orbiting weather satellites and an Automatic Picture Transmission (APT) system to make use of the available weather data.

The receivers, called readout stations, are made up of four major components: An antenna control panel, used to train the ship's antenna on the passing satellite; a receiver to pick up the satellite's transmission; a tape deck, used to

record the incoming signal and store it on magnetic tape; and a facsimile unit, which reproduces the original picture taken by the satellite's TV camera.

The ship's receiver picks up signals from two weather satellites, *Essa II* and *Nimbus II*, both launched early this year.

A camera inside each satellite takes pictures of the cloud cover below it, and this information, in the form of a radio signal, is relayed to the APT stations aboard the carriers.

Essa II orbits the earth once every hour and 53 minutes, 31 sec-



On and Under the Sea. . . .

onds, at an altitude of 750 nautical miles. Its pictures cover an area 1700 nautical miles wide.

Nimbus II, which is in a slightly lower orbit, incorporates an infrared system so it can take pictures at night as well as in daylight.

The satellite's position is radioed to the ship each day by the National Weather Satellite Center in Suitland, Md. Shipboard aerographers use this information to determine when the satellite will be in receiving range, and then, by means of the directional antenna, track its course. Each of the satellites is within receiving range three times a day; one, on an overhead pass, gives the picture of the ship's immediate operating area, and the other two cover the areas to the east and west.

Once the weather pictures are received and reproduced, they are "gridded" by adding latitude and longitude lines. Then they are given

to the forecaster/analyst who uses the weather maps in his daily forecasts.

When *Oriskany* and *Constellation* pilots take off, they know what kind of weather they are getting into.

Seventh Fleet Communications

An important element in any naval operation is fast, effective communications. The over-all commander of the operation often is far removed from his deployed forces, sometimes by hundreds or even thousands of miles.

Yet, he must keep in constant touch with these forces, be kept up-to-date on their movements, and be able to relay to them any late information or changes in plans that might be required.

This basic need for communications is nowhere more apparent than in *uss Oklahoma City* (CLG 5), flagship for Commander U.S. Seventh Fleet.

To communicate with the forces in the Western Pacific area, this guided missile cruiser-flagship carries one of the most modern communications complexes ever placed on board a naval ship.

Some 180 major pieces of communication equipment handle the thousands of messages sent daily to and from Commander Seventh Fleet.

This equipment ranges from flag-hoist and semaphore, among the oldest forms of naval communications still in use, to the most up-to-

And in the Air Navy. . . .





GET TOGETHER—USS *Jason* (AR 8) is joined by USS *Agerholm* (DD 826) and USS *Shields* (DD 596) for family portrait. For *Jason*'s skipper, Captain George Metze, USN, it was a nostalgic occasion; he's seen service in all three ships.

date cryptographic, teletypewriter and radio equipment available.

More than a dozen radio-teletypewriter machines are in continuous operation, carrying data to and from the 175 ships of the Seventh Fleet, as well as keeping the flagship in touch with Pacific Fleet headquarters in Hawaii, and command activities in the continental U.S.

Seventh Fleet ships and shore stations are only minutes away from the flagship, thanks to these communication circuits. This was amply demonstrated off the coast of Vietnam in August 1964. Less than 20 minutes after the destroyers USS *Maddox* (DD 731) and *Turner Joy* (DD 951) reported being attacked by North Vietnamese torpedo boats in the Gulf of Tonkin, the Fleet commander was reading the message report more than 2000 miles away.

Messages within the Seventh Fleet normally are relayed through the shore communications stations located at Guam, the Philippines, and Japan. However, ships such as the major communications relay ship USS *Annapolis* (AGMR 1) are providing a further extension of command into areas where there are no shore-based facilities.

Other communications improvements have taken place aboard the flagship itself. A constant voice radio-telephone circuit allows the Fleet commander or members of his staff to hold conferences with task force commanders who are miles apart on the high seas.

The communication crew also maintains 10 tactical voice circuits. When the various Fleet units are engaged in operations such as shore bombardment, amphibious landings, or anti-air warfare protection off the Vietnam coast, the number of voice

circuits often increases to 17.

It takes more than 20 officers and 165 enlisted men to handle the communications job aboard *Oklahoma City*. Understandable, since she claims to process more messages than any other warship in history.

Sea Survival Course Is Rugged But Popular

The mission was rough, but successful. Now, you're heading home.

All's quiet and serene on the horizon, a setting in distinct contrast to the bursting flak surrounding the plane above target. It's a relief to know there're only a few miles left to fly before sighting the carrier, so you settle back and absorb the impressive vastness of the ocean below.

Suddenly, the jet's instrument panel glows red—a loss of oil pressure. Your speed rapidly decreases. The engine flames out. The radio doesn't respond. The ultimate decision. . . eject!

This possibility is faced by all our naval aviators flying sorties over Vietnam. Some of them encounter the experience.

To prepare the pilot for such a circumstance, whether in war or peace, the Naval Aviation Schools Command at Pensacola places special emphasis on its Sea Survival course.

The student practices freeing himself from a parachute harness

in water and boarding various life rafts.

In full flight gear, he slides down a 50-foot slanting cable into the water. The effect is similar to a parachute landing. The trainee then releases himself from the harness while being towed by boat at about seven knots.

He must then swim 300 yards from a whaleboat to an LCM and board it via its Jacob's ladder.

Once he has mastered the escape techniques, his final test is how to remain alive.

Four to five hours are spent in a PK2 one-man life raft where the student uses survival equipment he became familiar with in the classroom. He prepares fresh water from the sea using a de-salting kit and solar still and uses signal mirrors, day and night flares, shark chaser and dye markers.

This training, coupled with man's natural instinct of self-preservation, increases the pilots' confidence in their ability to survive at sea should ever it become necessary to ditch or eject over water.



PIPED HOME—Patron One welcomed via bagpipes at NAS Whidbey Island.

Welcome for Vietnam Vets

WHILE THE BAGPIPES skirled and the families and reception party waited, the 12 Patron One *Nep-tunes* taxied into parking position for a formation shutdown. The ceremony which followed was impressive, but not essential.

It doesn't take much fanfare to make home look good after a tour in WestPac.

Aboard the aircraft were 144 men, returning to NAS Whidbey Island, Wash., after six and one-half months in the Western Pacific. The ground crew had returned earlier and was now available to relieve the new arrivals, who were due some CONUS liberty.

During four months of the deployment, seven Patron One aircraft were assigned to the Market Time Patrol and based at the Tan Son Nhut Air Base near Saigon. The re-

maining five aircraft performed ASW and ocean surveillance patrols out of Iwakuni, Japan, Okinawa and the Philippines.

The Saigon detachment flew a total of 351 combat missions during the deployment, accumulating a total of 2400 flight hours. The flights were made over the South Vietnamese coast from the Cambodian border in the vicinity of the Mekong Delta and north to the 17th Parallel.

The flights were usually at altitudes from 1000 down to 100 feet. The crews identified shipping and made night flare drops. On one occasion Patron One flares exposed a Viet Cong smuggler disguised as a trawler. The ship had been driven ashore to prevent Viet Cong salvage.

WHILE PERFORMING Market Time patrols, Patron One *Neptune*

crews maintained radio contact with *Swift* boats and Coast Guard cutters. When a suspicious contact was made the aircraft might vector a surface unit into the area for investigation — or surface forces might guide the aircraft to a questionable contact.

The aircraft were often subjected to VC ground fire from beaches, jungles and junks. Despite the low flight altitudes, however, Patron One aircraft sustained only minor damage and suffered no casualties among the flight crews.

The Saigon detachment came under its heaviest fire while on the ground, and this time there were casualties. Early in the morning of 13 April the Viet Cong attacked the

air base with mortar. Aviation Machinist's Mate Second Class Randolph P. Vedros was killed and several other squadron Navymen were wounded.

The attack occurred shortly after midnight. By dawn the ground crews were hard at work repairing the damage and within eight hours the detachment launched a Market Time mission. Within a few days the most seriously damaged plane was underway on its own power.

MANY OF THE CHIEFS and senior officers found the conditions of combat in Vietnam similar to those they had experienced during WWII and Korea: Heat, insects, rats, smells, mud and marstan matting.

The 12 aircraft averaged 1100 flight hours each month. To date the squadron has flown more than 48,500 hours without an accident. The unit holds the CNO Aviation Safety Award for West Coast patrol squadrons as well as the 1965 Battle Efficiency "E" and the Isbell Trophy.

While deployed, each of the 12 Patron One flight crews became "alpha" qualified. The squadron claims to be the first to qualify all its aircrews while deployed and under combat conditions.

An "alpha" crew is one which has successfully completed a long series of exercises and thus established its combat readiness. The exercises include weapon loading, weapon delivery, aerial mining, reconnaissance and antisubmarine warfare. The final operation consists of a submarine hunt and simulated kill.

FAMILY STYLE—Henry A. Martin, AT3, is greeted by his wife and daughter as Patron One returns from Vietnam. Rt: LTJG R. M. Clark gets hug from wife.





Beachmasters

THERE'S MORE to an amphibious assault than a battalion of Marines. The beachmasters can tell you. So can the amphibious constructionmen and the assault craft handlers.

They are all part of the Naval Beach Groups—and in every major landing they are right behind the first two boat waves.

These Navymen handle the multitude of little-known tasks common to any amphibious landing—they drive the boats that carry troops and supplies, build roads and clear the beaches, direct traffic on the crowded beaches and stack material as it is brought ashore.

The outfit assigned this task with the Seventh Fleet amphibious forces is the San Diego-based Naval Beach Group One's Western Pacific Detachment.

While many of the detachment's 800 men are embarked on amphibious force ships and are ready to land with the Seventh Fleet's seaborne Marine battalion landing team, others already are ashore in Vietnam supporting troops who have recently landed.

One of the Naval Beach Group's bigger jobs in Vietnam was moving gear over a large pontoon causeway they maintained at Chu Lai while the airfield was being built last year.

At the Navy's large supply activity in DaNang, the men provided stevedores and lighter crews and operated a floating fuel line until permanent personnel were sent in to relieve them.

Other men of the group's three combat-ready, self-supporting components—a beachmaster unit, an amphibious construction battalion and an assault craft division—remain at their Yokosuka, Japan, headquarters. They train for such tasks as directing complex beach operations, installing pontoon causeways, laying floating lines, improving landing sites and salvaging disabled landing craft.

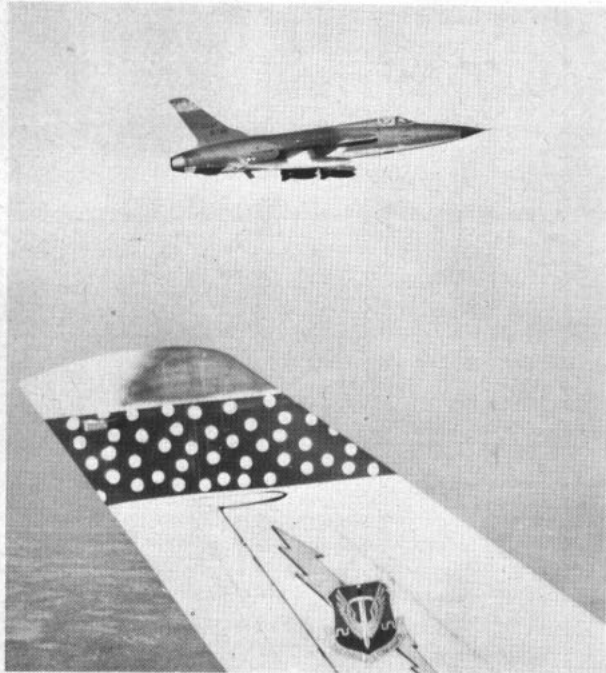
But they're always ready to ship out in support of Seventh Fleet amphibious landings.

Clockwise, from top left: (1) Beachmasters run telephone line from beach to command ship. (2) Floating fuel line is brought ashore. (3) Tugs push pontoon causeway to beach. (4) Equipment operator clears landing site with bulldozer.

—Story and Photos by James F. Falk, JOC, USN



Brief news items about other branches of the armed services.



ON THE WING—Air Force *Thunderchief* from Tactical Air Command is visible over insignia on wing of another.

SURVIVAL FOOD may never rival the cookery of a *cordon bleu*. However, it may be considerably improved by new preservation methods now being developed by the Army.

The new process involves packaging food, then giving it a small dose of gamma rays from a cobalt-60 source. No radiation remains in the treated food product which is as healthful and wholesome as any heat-processed food.

Consequences of this procedure could be widespread. Refrigeration needs would be reduced with consequent lower food losses through spoilage.

Better control of food-borne disease would also be achieved and more fresh meats and vegetables would be available to field units in combat.

Tasty dinners could be included in survival kits and the traditional C-ration could be relegated to a museum case as a memento of the military past.

★ ★ ★

AIR RECONNAISSANCE men may soon see the image their cameras record even before their plane lands. Such speed seems possible with an experimental film processing system which was developed for the Air Force Avionics Laboratory at Wright-Patterson Air Force Base, Ohio.

The new system produces a high quality negative and a positive transparency—all within 30 seconds.

Because a positive photographic image is produced so quickly, the pictures can be scanned while the plane is still in the air, then jettisoned to the ground or made available to photo interpreters as soon as the plane lands. The process can be used in black and white. Other emulsions could be processed by this technique, including infrared and aerial color photography.

Black and white positive transparencies can be made almost immediately using a portable processor six feet long and one foot square. A film-like material is brought in contact or laminated with an exposed negative material. When peeled apart after a brief interval, both the positive print and negative are available.

The new technique uses a polyester film base which carries a gelatin layer containing a developer. Before film is processed, it must be soaked with one of several processing solutions called imbibants. The imbibants contain chemicals which develop and fix the negative then transfer the positive image to the film. No further processing is required.

★ ★ ★

IF IT TESTS out successfully, an experimental vertical short takeoff and landing (V/STOL) aircraft with a substantial cargo capacity may revolutionize air transport by making a forest clearing as good for landing cargo as a multi-million dollar runway complex.

The plane being tested is the XC-142A, a V/STOL tri-service transport. So far, it has been able to carry dummy cargo loads weighing as much as 4000 pounds and drop them either while hovering only five feet above the ground or while flying forward at 30 knots.

Dumping cargo is the plane's forte. It does this either while flying at low speeds or hovering with the fuselage tilted upward several degrees. The cargo, which is mounted on rollers, slides out the rear end of the aircraft to a comparatively easy landing on the ground a few feet below.

The plane was developed for use in brushfire warfare where wide dispersion of units and rapid delivery of troops and supplies to remote areas required new techniques in logistics.

In addition to its military application, the XC-142A could bring a radical change to civilian air transport by making the smallest town accessible to air cargo deliveries.

The change could even be felt in large cities where



TROOPERS of the Army's 101st Airborne Division use Viet Cong trench for cover during Operation Hawthorne.

air cargoes need not necessarily be delivered hours away from their ultimate destination.

The XC-142A was designed to carry 32 fully equipped combat troops or 8000 pounds of cargo at a combat radius of 200 nautical miles. When it uses special fuel tanks inside the cargo space, the plane has a ferry range of over 2600 nautical miles and requires only a short 680 feet for takeoff. It lands vertically upon arrival at its destination.

In terms of payload, the XC-142A could carry a variety of payloads including: Components of tactical missile systems; a one and one-quarter ton truck; 32 troops; 24 litter patients; large palletized cargoes; or many other weapons or combinations.

Despite its large cargo carrying ability, the XC-142A has a wingspan of 67 and one-half feet, an over-all length of 58 feet, and a height of 26 feet. The troop and cargo compartment is 30 feet long, seven and one-half feet wide and seven feet high.

★ ★ ★

THE ARMY'S OV-1 *Mohawk* set five world records for its class, according to claims filed with the Fédération Aéronautique Internationale (FAI). The surveillance aircraft is in a new category which the FAI established to include land-based turboprop planes weighing between 13,227 and 17,636 pounds.

In tests made at Long Island, N.Y., the *Mohawk* was made to climb 9842 feet in three minutes and 46 seconds. It completed a climb of 19,685 in nine minutes and nine seconds and sustained an altitude of 32,000 feet in horizontal flight.

The plane also flew a straight-line, nonstop-distance course covering 2422 miles in nine hours and 34 minutes—an average of about 255 miles per hour.

The fifth test was a closed-circuit flight in which the OV-1 covered 100 kilometers at 5000 feet in 12 minutes and 48.8 seconds—an average speed of 292 miles per hour.

The *Mohawk* is equipped with cameras, side-looking airborne radar and infrared devices. The Army has used the plane in Southeast Asia since 1962.

★ ★ ★

TAXI TO A SPACE STATION, anyone? It may someday be commonplace. That is the ultimate objective of an Air Force project called START—to develop a revolutionary, manned wingless rocket plane which can operate between orbiting space stations and earth to taxi men and materials. The craft would be capable of normal landings on earth.

With the recent letting of a contract to design and build a one-man version of such a vehicle—technically referred to as a "lifting body"—the project reached the third of three stages. For several years, various types of testing and developing under the Spacecraft Technology and Advanced Reentry Test program were pursued. The rocket ship phase is called PILOT—Piloted Low-speed Test project.

Project PILOT's rocket-powered vehicle, the SV-5P, will be used to explore the flight characteristics and maneuverability of wingless lifting bodies in the earth's atmosphere. It will look like a midget wingless fighter with three tail fins.

The top of the 24-foot-long SV-5P will stand about



WATCHFUL EYES of Air Force sentry and dog watch F-4C Phantom land at Camranh Bay air base in Vietnam.

eight feet above ground. Its long, bulbous-shaped nose will flare back to three vertical fins which will provide the necessary airfoil shape for lift normally derived from wings. It will weigh 5000 pounds.

Initially, the SV-5P will be carried aloft under the wing of a B-52 aircraft and dropped for powerless, gliding flights, landing at Edwards Air Force Base, Calif. In later powered tests, it will be dropped from the B-52, then rocket to Mach 2 speed at about 100,000 feet, from where it will again maneuver back to the landing area.

Before these manned experiments take place, however, an unmanned version of the SV-5P will be boosted to orbital altitude and hypersonic speeds by a booster rocket, then reenter the earth's atmosphere to be guided to a landing.

Research data and technology obtained from these tests and from other closely related projects will provide a sound base of engineering knowledge which will be useful in the design of similar future vehicles.



AIRLIFT—Army UH-1D helicopters prepare to move troops of 25th Infantry Div. from one staging area to another.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **LEADERSHIP EXAMS**—Come next August, you'll be required to have passed a special military/leadership examination before becoming eligible to advance to grade E-4 and E-5.

As outlined in BuPers Notice 1418 of 25 Aug 1966, everyone desiring to participate in the Navy-wide examinations for advancement to pay grades E-4 and E-5 must previously have passed a separate military/leadership exam.

You may take the leadership exam for the next higher pay grade without regard to time in pay grade, and you only have to pass it once for each pay grade.

The leadership exams will be given quarterly, beginning in January 1967 for active duty personnel, and July 1967 for inactive Reservists.

If you are authorized automatic advancement without examination (STAR, SCORE, BuPers Inst 1430-14 series), you still have to pass the military/leadership exam before you may be advanced.

Personnel in pay grade E-2 also may take the military/leadership exam, even though they are not yet eligible to take the professional examination for advancement to E-4.

If for any reason you are not eligible to take the professional advancement exam, you still should make an effort to take the leadership

exam as soon as possible. It will help give you an insight of the military position, and at the same time you'll be hurdling one exam and can concentrate during later study for the professional exam.

The requirement for the leadership exam does not begin until the August advancement exams, but those personnel taking the February advancement exams are urged to take the leadership exam anyway, even though it's not yet required.

Here is the schedule for administration of the military/leadership exams:

• **Active duty personnel** (Exams commence in January 1967)

Personnel in pay grades E-2 and E-3 may take the E-4 exam on the second Tuesday in January, and the first Tuesday in April, July and October.

Those in pay grades E-4 may take the E-5 exam on the second Thursday in January, and the first Thursday in April, July and October.

• **Inactive duty Reservists** (Exams commence in July 1967)

For pay grades E-2, E-3, and E-4, the exam will be given on the first scheduled training period in January, April, July and October.

The regular advancement exams will contain 150 questions, all dealing with the professional aspects of your individual rating.

• **AIR FARES**—The airline industry has made several changes in the regulations governing military standby fares, giving special consideration to servicemen traveling at reduced rates.

The new rules regarding reduced fares, which vary with different air lines, will take many traveling Navy-men out of the "standby" category and put them in the "confirmed reservations" set.

For example, many of the airlines are permitting military personnel in an emergency leave status to have confirmed reservations, even though paying the standby fare. In such cases, a document from the commanding officer or from the American Red Cross will confirm that the authorized leave is an emergency.

Other airlines have a "furlough fare" which provides for the serviceman to pay a slightly higher percentage of the regular fare (ranging from 60 per cent to 66 2/3 per cent) in order to guarantee him confirmed reservations.

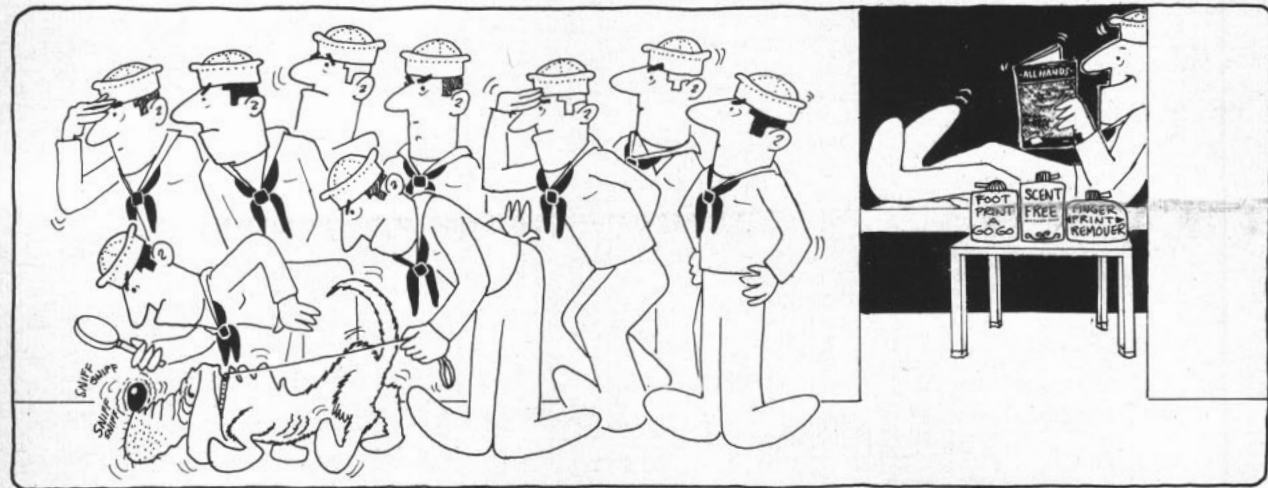
See BuPers Notice 4632 of 22 Aug 1966, or your transportation officer, for more details.

Meatballs Are Flying; 'E' Awards Announced

ONCE AGAIN newly earned meatball pennants flap at the foretrucks of the Fleet's best ships. The fiscal year 1966 Battle Efficiency "E" competition is complete, and the winners have been announced.

As you're certain to notice, several competitive groups are not included. The naval air forces of both Fleets are now on a separate competitive

CAN AGENT 007 locate the latest issue of ALL HANDS? Remember, each copy should be passed on to 009 others.



cycle, and winners will not be announced until early 1967.

In some instances, the tempo of operations prevented participation. MinPac's second, fifth and sixth groups, for instance, did not compete. They had other jobs to do.

Below is a partial listing of this year's battle "E" winners. ALL HANDS will print the names of others when the announcements are received from type commanders or the ships concerned.

Cruiser Destroyer Force, Atlantic:

Wallace L. Lind (DD 703)
Johnston (DD 821)
Semmes (DDG 18)
Goodrich (DDR 831)
Lloyd Thomas (DD 764)
Davis (DD 937)
Noa (DD 841)
Harwood (DD 861)
Sampson (DDG 10)
Newman K. Perry (DD 883)
DuPont (DD 941)
Samuel B. Roberts (DD 823)
Yarnall (DD 541)
Holder (DD 819)
Waller (DD 466)
Van Voorhis (DE 1028)
Glennon (DD 840)
Grand Canyon (AD 28)
Yosemite (AD 19)

Cruiser Destroyer Force, Pacific

Oklahoma City (CLG 5)
Piedmont (AD 17)
Frontier (AD 25)
John R. Craig (DD 885)
Reeves (DLG 24)
Waddell (DDG 21)
Gridley (DLG 21)
John W. Thomson (DD 760)
Alfred A. Cunningham (DD 752)
McMorris (DE 1036)

Mine Force, Atlantic

Meadowlark (MSC 196)

Latest PGM

The patrol motor gunboat USS *Asheville* (PGM 84), newest member of the Navy's small craft Fleet, was commissioned in early August, at Tacoma, Wash.

Asheville, which was authorized in the fiscal year 1963 shipbuilding and conversion program, is constructed of aluminum. She has an over-all length of approximately 165 feet, a beam of 24 feet, and a full-load displacement of 240 tons.

Asheville's armament will include one 3-inch/50 caliber mount, one 40-mm gun, and two 50-caliber machine guns. She is powered by a combination gas turbine and diesel engine propulsion plant.

The keel of *Asheville* was laid on 15 Apr 1964, and she was launched on 1 May 1965.

Skill (MSO 471)
Jacana (MSC 193)
Direct (MSO 430)
Adroit (MSO 509)
Vital (MSO 474)
Fidelity (MSO 443)
Pandemus (ARL 18)

Mine Force, Pacific

Whippoorwill (MSC 207)
Gallant (MSO 489)
Persistent (MSO 491)

Submarine Force, Atlantic:

Corporal (SS 346)
Piper (SS 409)
Thornback (SS 418)
Trigger (SS 564)
Sea Leopard (SS 483)
Scorpion (SSN 589)
Sealion (APSS 315)
Blenny (SS 324)
Sea Robin (SS 407)
Halfbeak (SS 352)
Grenadier (SS 525)
Sea Poacher (SS 406)
Marlin (SST 2)
Dace (SSN 607)
Howard W. Gilmore (AS 16)
Tringa (ARS 16)

Submarine Force, Pacific

Seadragon (SSN 584)
Sabalo (SS 302)
Bonefish (SS 582)
Snook (SSN 592)
Sea Fox (SS 402)
Caiman (SS 323)
Spinax (SS 489)
Pomodon (SS 486)
Sculpin (SSN 590)
Plunger (SSN 595)
Greenfish (SS 351)
Chanticleer (ASR 7)

Amphibious Force, Atlantic

Guam (LPH 9)
Telfair (APA 210)
Sandoval (APA 194)
York County (LST 1175)
Rankin (AKA 103)
Guadalcanal (LPH 7)
Talbot County (LST 1153)
LCU 1612
LCU 1492

Amphibious Force, Pacific

Kemper County (LST 854)
Henry County (LST 824)
Westchester County (LST 1167)
Eldorado (AGC 11)
Valley Forge (LPH 8)
Bayfield (APA 33)

Service Force, Atlantic

Alstede (AF 48)
Nantahala (AO 60)
Chewaucan (AOG 50)
Arcturus (AF 52)
Truckee (AO 147)—eighth consecutive award
Kaskaskia (AO 27)
Tutuila (ARG 4)
Escape (ARS 6)
Paiute (ATF 159)
Papago (ATF 160)
San Pablo (AGS 30)
Tanner (AGS 15)
Georgetown (AGTR 2)
Alcor (AK 259)
Mobile Construction Battalion One

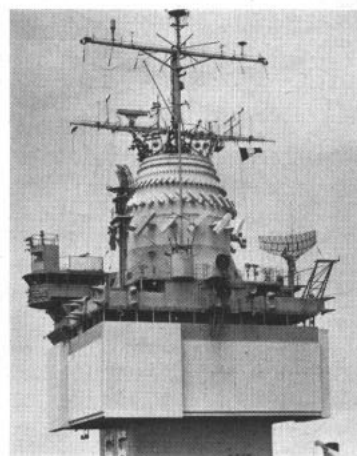
QUIZ AWEIGH

How salty are you? Do you have your Shellback card? Can you readily determine the difference between port and starboard? Have you pulled liberty in more ports than most of your peers can name?

If you've answered "yes" to all of those questions, chances are you've swapped enough sea stories to piece together the two lists below. Just match each ship's name with its proper (but unofficial) nickname.

A score of 12 or more qualifies you as an ardent sailor; 10 or more gives you a seat in a salty conversation; if you get less than 10, you need a little more sea time.

1. USS Massachusetts
2. USS Yorktown
3. USS Constitution
4. USS Missouri
5. USS Salt Lake City
6. USS Valcour
7. USS Honolulu
8. USS Wyoming
9. USS North Carolina
10. USS Cowpens
11. USS Rochester
12. USS Princeton
13. USS Philippine Sea
14. USS Coontz



Nicknames

- A. Sweet Pea
- B. Rocky Maru
- C. Show Boat
- D. Mighty Moo
- E. Old Ironsides
- F. Blue Goose
- G. Back Every Friday
- H. White Ghost of the Persian Gulf
- I. Big Mamie
- J. Battle Axe
- K. Onion Skin
- L. Swayback Maru
- M. Fighting Lady
- N. Big Charlie

If you find you need to check your answers, turn to page 64.

THE BULLETIN BOARD

You Play an Important Role in International Finance via BOP

THERE'S A TERM used in our monetary world with which each Navyman and his family should become familiar.

It's called BOP—balance of payment.

As technical as it may sound, BOP is relatively simple, even though it involves billions of dollars.

Essentially, it is the balance of money the U. S. Treasury has at the end of a fixed period after all dollars, such as foreign aid and trade, have entered or left the country.

There are times, however, when situations such as the Vietnam crisis develop. There are military requirements that can only be satisfied by procurement of material and services from foreign sources. This creates a flow of dollars abroad and increases the U. S. Balance of Payments deficit. These expenditures, coupled with commercial trade, foreign aid, bank loans, and so forth, when in excess of receipts from foreign countries, result in a BOP deficit.

In other words, the nation as a whole spends more than it receives in its foreign commerce.

This problem has become critical.

For example, if the foreign countries were, for some reason, to demand an exchange of U. S. dollars for gold, which we use to back up our currency, it might deplete our reserves to where the value of the dollar could be in distrust.

We faced this problem during the Korean conflict when the drain of gold left us with an annual deficit which averaged 1.5 billion dollars until 1957 (the only year the U. S. has had a credit in the national balance of payments since 1950).

However, in 1958 and 1959, because of the Berlin crisis, the deficit increased to 3.5 and 3.8 billion dollars, respectively. The following year, the deficit reached a new high of 3.9 billion.

To offset this drain, the government encouraged an export drive. The success of this drive quieted fears that the U. S. had priced itself out of world markets, but failed to

reduce the balance of payments deficit below the 3.5 billion level. The major reasons may be attributed to two trends: an increase in U. S. investments abroad plus an outflow of *hot* capital (money deposited overseas which draws high interest rates).

Military expenditures and the support of U. S. military establishments overseas also accounted for a portion of the balance of payments deficit. Pay and allowances to servicemen stationed overseas were a major portion of these military expenditures.

Steps were taken, in one form or another, by the government to reduce the balance of payment deficit in many areas of international finance. However, a very large portion of this money was being spent by military personnel and their families stationed overseas.

To help decrease this amount, the President in 1960 directed that the number of dependents overseas be reduced by one-third. This order was later rescinded on the assurance by the Department of Defense that the serviceman could contribute to the balance of payments credit in other ways.

To begin with, members and their dependents overseas have been ask-

ed to trim spending for foreign materials to \$100 per year per person.

In addition, DOD urges families to buy only those foreign goods of necessity which are not available through exchanges or the U. S. Compatible with this request, certain foreign products and U. S. goods previously unavailable are now stocked in overseas exchanges.

Commanders abroad are also hiring servicemen for after-hours employment in nonappropriated fund activities, and dependents for full-time work to the maximum extent possible.

Applying these cost reduction plans is essential if the U. S. is to realize any substantial savings in the immediate future. As it stands now, our military spending overseas increases daily. This drain on our savings is primarily due to increased operations and maintenance costs, increased military manpower overseas, and increased military construction expenditures, particularly in Vietnam.

To offset this overseas spending, DOD has outlined these latest programs, and is asking Navy men to consider their application when assigned overseas.

- Allow payment for unused leave and other allowances to accumulate on the books.

- Have paychecks (or a portion) mailed to financial organizations, for example, savings bank, savings and loan association or similar organization, and federal or state-chartered credit unions (checks drawn on depository banks are excluded).

- Increase, as applicable, the amount of allotments sent to financial establishments or dependents upon qualification for certain classes of special and incentive pay.

- Join U. S.-sponsored credit unions and share in their savings programs.

- Buy U. S. Savings Bonds.

- Buy American products at U. S. exchanges and commissaries.

- Patronize the United States service clubs and messes.

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



"...and 1023 counts of missing muster!"

Duty-Free Merchandise

Merchandise manufactured in the United States and purchased in any port or base exchange overseas may be returned to the United States on a duty-free basis.

When mailing a duty-free item, the Exchange Service customer must add the words "Returned U. S. Merchandise" on the U. S. customs forms.

The proper customs forms are available in all base and ship post offices.

Another savings program signed into law in August guarantees an all-time high rate of 10 per cent interest to investors in the Savings Deposit Program, formerly known as the Soldiers, Sailors, and Airmen Deposit Fund Accounts. This applies solely to those persons overseas. Officers are now eligible to participate in the new Savings Deposit Program.

Many of these programs mentioned, which have been put into practice, show favorable saving results.

But, according to the Navy's financial managers, it's the impact of voluntary savings by individuals which will reveal whether or not the Department of the Navy meets this year's goal.

In other words, it's up to the Navyman to help fill the gap and bring our credit up in the balance of payments deficit. This effort not only will benefit the Navy but also the individual as well.

For an insight into the savings programs listed above, refer to these four major instructions and notices:

- SecNav Inst 5381.3
- NavCompt Inst 7200.12
- SecNav Notice 7220 of 28 Mar 1966
- NavCompt Notice 7220 of 19 May 1966.

13,000 Dives for Piper

The crew of the submarine *uss Piper* (SS 409) claims she is the diving champ of active duty submarines.

Piper recorded her 13,000th dive on 26 July. At last count the total was 13,120. She was commissioned in 1944.

According to *Piper* crewmembers, the highest number of dives recorded in the Submarine Library of

the U.S. Naval Submarine Base, New London, is 13,851. This record is held by *uss Sarda* (SS 488). *Sarda*, however, was decommissioned in 1964.

World Cruise

Home after a seven-month, around-the-world cruise are Destroyer Divisions 121 and 122, homeported in Newport, R. I.

On the last leg of their journey from the Western Pacific, the eight ships transited the Suez Canal and made a midsummer visit to Athens, Greece.

After this shore leave, DesDiv

121, consisting of destroyers *uss Davis* (DD 937), *Basilone* (DD 824), *Fiske* (DD 842), and the radar picket destroyer *Dyess* (DDR 880), proceeded to make port Barcelona, Spain.

At the same time, the destroyers of DesDiv 122, *uss Richard E. Kraus* (DD 849), *Massey* (DD 778), *Fred T. Berry* (DD 585), and the radar picket destroyer *Stickell* (DDR 888), journeyed to Palma, Majorca.

The divisions' last Mediterranean port-of-call was Gibraltar where the destroyers stopped briefly for fuel. They then traveled on to Newport, completing their global cruise.

NOW HERE'S THIS

Existence Doubtful

One would think that a mountain is either there, or it isn't there. You go to the place where it's supposed to be, and you open your eyes. End of argument.

But, if the reported mountain is an undersea mountain, and you are a hydrographer trying to chart that section of the ocean, you may have problems.

These seamounts, as submarine mountains are called, are actually volcanic peaks rising from the floor of the ocean but not quite reaching the surface. (If they did reach the top of the water they would, of course, be islands, or atolls.)

Obviously, seamounts are potential hazards to shipping, in the same way icebergs are. Fortunately, since the seamounts don't move around like icebergs, they can be accurately charted. Or can they?

Periodically, merchant vessels sailing normal searoutes have reported the existence of these underwater obstacles where only deep ocean water had previously been recorded.

Then, when oceanographic survey ships are sent out to check on the seamounts, they find nothing.

A good example of a "phantom" seamount is the one reported in July 1948 by the merchant ship *SS American Scout*. The ship's personnel placed their fathometer in operation after noting an unusual green color in the water. This was about 600 miles east of Newfoundland, in an area previously charted as deep water. The instrument indicated shallow water.

Other merchantmen had reported a similar phenomenon in about the same area. The Naval Oceanographic Office sent one of their highly instrumented oceanographic ships to check out this underwater mountain. They found nothing but miles of water over a rolling ocean floor. Not even an underwater molehill.

But they did find schools of fish and other marine life close to the surface. Evidently, this was what had been seen and recorded by the merchantmen. A school of fish will return an echo to the sounding gear, thus presenting itself as the ocean floor.

Even if the hydrographer finds no seamount in the reported area, he still has a problem. If he removes the hazard from the nautical chart, he could be endangering many lives. Suppose, for instance, that the merchantman who reported the seamount was a little off in his navigation, and the hazard really lies a few miles from the reported position? It would be better, in that case, to have at least some indication on the chart that the area could be dangerous.

Therefore, the hydrographer, faced with a potential disaster should he fail to mark in a questionable seamount, inevitably indicates the hazard on the chart, and then pens in "Existence Doubtful."



Rating Control Roundup

THE RATING CONTROL people have a few words of counsel for boiler-men this month and a special message for E-8s and E-9s in the SP, BT and MM ratings.

Volunteers for Class "B" Boilerman School—The Class "B" boilerman school at Philadelphia needs volunteers. Its capacity has recently been expanded to accommodate 600 BTs per year in an 18-week course. At present, there are some vacancies.

This school provides an excellent theoretical and practical background in the operation and maintenance of fossil-fueled steam generating plants, with emphasis on the 1200-psi design.

If you show aptitude in the Class "B" school, you may be selected for seven weeks' advanced training in automatic combustion control devices, or six weeks in pressure-fired boilers, or both, depending upon current requirements.

At the present time, students are ordered to the Class "B" school on a temporary-instruction basis, which means that you will be reimbursed for only one move for your dependents and household goods.

If you are rotating from shore to sea, or are completing an enlistment, you are urged to apply for this schooling. If you don't fall into either of these categories, you will have to take your chances on acceptance.

Sea/Shore Rotations of BTCs, MMCs and SPCMs—Based upon the current distribution of billets between the sea and shore categories, it was anticipated that BTCs and SPCMs would serve 48 months in assignments designated as sea duty and 24 months in assignments designated as shore duty.

The establishment of the 48-month sea tour was based on the 24-month shore tour. However, a large proportion of the shore tour billets are for 36 months, which means longer sea tours and a narrower choice of assignments for men now at sea.

However, the future looks brighter due to the possibility of more shore billets and the readjustment of some shore tours that are longer than 24 months.

Assignment of E-8 and E-9 BTs,

MMs, BRs and SPCMs is done by SPCM R. E. Hanson. Phone area code 202, OX 4-4785.

Detailing of senior and master chief petty officers for duty in submarines and nuclear power surface ships requiring a nuclear NEC is controlled by Submarine and Nuclear Distribution Control (Pers B-2115). The phone number is area code 202, OXford 42346 or 42622.

From a review of the individual preference cards which have been submitted recently, it is apparent that few men know of the type of duty assignments available for MMs and BTs at the E-8 and E-9 level.

In an effort to rectify this situation, the assignment people have gone to considerable pains to compile the list published below which will provide senior SPs, BTs and MMs with information concerning the location and nature of opportunities ashore and at sea.

They ask—again—that the duty choices on your preference card be made as wide as possible in order to provide reasonable alternatives to your detailer. Changes in your duty preference should be made on a new duty preference card and submitted as soon as possible. Be sure to include your chronological history of duty assignments for the past 10 years.

Requests for split sea tours will be sympathetically considered. Early notification of your intention to request transfer to the Fleet Reserve

will also be appreciated by BuPers. Here's the list of current assignments for SPCMs, MMCs and BTCs.

Current SPCM Assignments

Type Billet	Shore	
	General	Instructor
1 ND	1	4
3 ND		1
4 ND	3	2
5 ND	11	1
6 ND	5	
8 ND	1	
9 ND		8
11 ND	16	12
12 ND	3	
13 ND	1	
14 ND	1	
Overseas Lant		
Overseas Pac	2	

There is no specific allowance for SPCMs in recruiting duty. Those presently in this type of duty were advanced while in billet.

Current SPCM Assignments

Type	Sea	
	Lant	Pac
Ship		
CVA	9	11
CVS	5	4
CA/CAG	2	2
CG/CLG	5	5
DLG/DDG	15	12
DD/DDR	62	44
SS/SSN	12	3
AD/AS	18	9
AKA/APA	10	7
LPD/LPH	5	8
AE/AF	7	6
AO/AOE	17	39
AR/AFS	3	5
AV/AGMR	2	3
ARG/EAG	2	1
Other	6	9

Two billets assigned to CVSs are now located in the continental United States.

Current MMCS Assignments

Type Billet	Shore	
	General	Instructor
1 ND	3	3
3 ND		5
4 ND	2	
5 ND	10	5
6 ND	6	
8 ND	2	
9 ND	1	20
11 ND	7	16
12 ND	8	4
13 ND	1	9*
14 ND	30	
Overseas Lant	3	
Overseas Pac	2	

At present there is an allowance for eight recruiters. These billets are not written for any specific naval district. The men filling these allowances are usually E-7s who were selected for E-8 while on toured shore duty as recruiters.

*NEC 3385.

All-Navy Cartoon Contest
LT Melville C. Murray



"Slack Off!"

Current MMCS Assignments

Type	Sea	
Ship	Lant	Pac
CVA	2	6
CVS	2	4
CA/CAG		2
CG/CLG	1	4
DLG/DDG	23	24
DD/DDR	67	48
SS/SSN	85	23
AD/AS	2	2
AKA/APA	1	
LPD/LPH	5	2
AE/AF		
AO/AOE	3	2
AR/AFS		
AV/AGMR	1	
AGR/EAG	1	
Other	2	15

Current BTCS Assignments

Type	Shore	
Billet	General	Instructor
1 ND	2	4
3 ND		5
4 ND	1	2
5 ND	9	
6 ND	8	1
8 ND	2	
9 ND	1	6
11 ND	7	14
12 ND	9	1
13 ND	1	
14 ND		
Overseas Lant	2	
Overseas Pac	2	

At present there is an allowance for 11 recruiters. These billets are not written for any specific naval district. The men filling these allowances are usually E-7s who were selected for E-8 while on toured shore duty as recruiters.

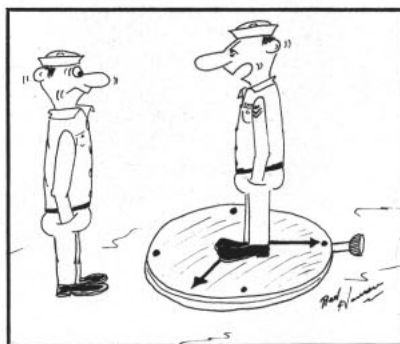
Current BTCS Assignments

Type	Sea	
Ship	Lant	Pac
CVA	2	6
CVS	5	3
CA/CAG	2	
CG/CLG	3	4
DLG/DDG	19	23
DD/DDR	68	64
AD/AS	3	1
AKA/APA		
LPD/LPH	6	5
AE/AF		
AO/AOE		2
AR/AFS	4	2
AV/AGMR		
AGR/EAG		
Other	7	4

(Note: Various special billets not shown in the above tables become available from time to time in activities such as work study groups. These billets are temporary in nature and seldom involve more than one assigned tour).

Information on other ratings will be published in ALL HANDS as it becomes available.

All-Navy Cartoon Contest Peter A. Hansen, EN1, USN



"I'm a watchstander... Why?"

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instruction and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs

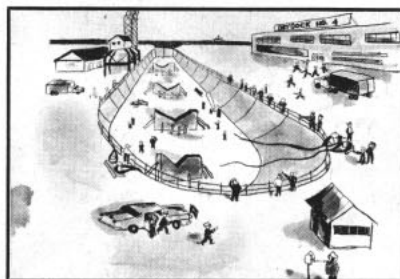
No. 55—Stated that when one member of the armed forces is serving with a military unit in South Vietnam, another member of the same family may, at his request, be deferred from military assignment in Vietnam until completion of the first member's tour.

No. 56—Provided further details on the new savings deposit program for personnel stationed outside the continental United States or its possessions.

No. 57—Discussed maximum rental rates for inadequate family quarters.

No. 58—Contained a message by

All-Navy Cartoon Contest ENS Dale C. Behse, USNR



"Hello, Security Department? There's been a rather large theft out here!"

the Secretary of the Navy commending to overseas personnel and forces afloat the new savings deposit program.

Instructions

No. 1300.35A—Discusses the policy and procedures for the designation and assignment or discharge of those who qualify as sole surviving sons.

No. 1510.104A—Announces a change in certain areas of the formal training of electronics technicians and provided for the administration of the Selective Electronics Training program.

Notices

No. 1000 (15 August)—Notified commanders that the use of the terms "leader" and "non-leader" should be discontinued.

No. 1430 (18 August)—Announced the selection of personnel for change in rating to aviation support equipment technician (AS) and provided procedures for change in rating.

No. 1920 (19 August)—Provided information concerning the selective retention on active duty of officers in several categories.

No. 4632 (22 August)—Discussed the rules governing the use of reduced air fares applicable to military personnel on leave or furlough.

No. 1418 (25 August)—Announced separate military and leadership examinations for advancement to pay grades E-4 and E-5.

No. 1440 (25 August)—Announced a change in the fire control technician rating.

No. 1418 (30 August)—Announced revised Navy-wide examinations for the FT and ST ratings.

No. 1531 (31 August)—Announced the names of active duty enlisted personnel who were selected for entrance to the Naval Preparatory School as candidates for appointment to the Naval Academy.

No. 1400 (6 September)—Described the initial screening and solicitation of the nomination of candidates for the position of senior enlisted advisor of the Navy.

No. 1300 (15 September)—Established procedures regarding the assignment of naval personnel who have been twice or three times wounded while on duty in Vietnam or adjacent waters.

You May Have a Refund Coming on Those Auto Taxes You Paid

YOU MAY HAVE a refund coming. In a recent decision, the United States Supreme Court has clarified the Soldiers' and Sailors' Civil Relief Act, as it pertains to the collection of taxes from servicemen who register automobiles in other than their home state.

Briefly, the court held that, while a serviceman can be required to register his car in the host state if he has not registered it in his home state, he cannot be made to pay certain state taxes other than the customary licensing fee.

As a result of this decision, several states have provided for the refund of taxes improperly collected from servicemen over the past several years.

Before shooting off a letter to the motor vehicle department of your host state, however, you'd better check JAG Inst 5840.5, which describes the correct procedures for doing so.

Here are the states which have made provisions for refund, and a brief description of the procedures in each case:

California—Refund applications can only be made on form Reg. 399, which can be obtained by writing to the California Department of Motor Vehicles, P. O. Box 1319, Sacramento, Calif. 95806.

The California Motor Vehicle Department first announced that, because of the statute of limitations, refunds could be claimed only for fees paid for 1964, 1965 or 1966.

Since then, the Attorney General of California has expressed the opinion that the statute of limita-

tions does not include the period of time during which the claimant is in the armed forces, and the three-year period is thereby extended. When submitting claims for the years before 1964, an affidavit as to the period of active duty should be included with the claim.

If the application is for 1966 fees, the California registration card must accompany the application, with the ownership certificate, if available.

No refund may be claimed for fees paid on a trailer, if it was being rented from you at the time the fees were paid.

Maryland—Form TD-128 (4/66) is used, and it can be obtained by writing to the Maryland Department of Motor Vehicles, 6601 Ritchie Highway, N. E., Glen Burnie, Md. 21061.

A copy of the form is attached to the JAG Instruction mentioned above and your legal officer may have copies available.

Even if you resided in Maryland, but were assigned to duty elsewhere in the area (that is, D. C. or Virginia), you are entitled to a refund. However, only those claims which are filed within three years of the date of payment of the tax may be refunded.

Mississippi—Here, the refund applies only to a tax levied on servicemen owning house trailers.

Two applications are required. One to the State Auditor for the portion of the tax which was the state tax, and another to the county for the portion which was county tax.

The tax receipt must accompany the application. If you lost it (or threw it away) you may obtain another from the county officials to whom the tax was paid.

An affidavit must be sent to support the claim, and it must be notarized. You also must include a certificate, signed by your commanding officer, stating that on the date the tax was paid, you were in Mississippi solely by virtue of military orders.

The form which accompanies the JAG Instruction may be reproduced locally.

Virginia—Since the license fees in Virginia are imposed and collected at the local government level, rules for

the entire commonwealth have not been promulgated.

However, the following action is recommended:

- In the future, if you are a non-resident military man living in Virginia and requested by a local official to obtain a license, the JAG directive recommends that you request that it be issued without charge. If payment is still required, you should make payment under written protest. (A notation on your check will be sufficient.)

- For past payment, you should make written claim for refund to the treasurer of the jurisdiction to whom you paid the fee. Thus far all jurisdictions have denied such claims. You should keep a copy of the claim, together with any reply you receive.

The JAG Instruction includes a suggested form for the claim.

Men in New AS Rating Will Specialize in Maintaining Aviation Support Gear

Welcome to the club.

We are speaking to the 1113 Aviation Support Equipment Technicians selected 1 September for the newly designated AS rating.

The initial breakdown shows we have one master chief, 12 senior chiefs, 88 chiefs, 223 first class, 446 second class, and 343 third class petty officers in the new job.

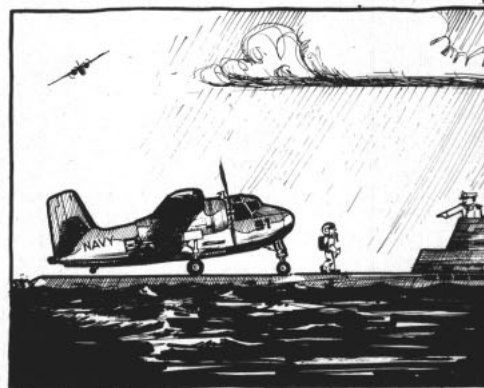
These men will specialize in the maintenance and repair of equipment used in the support of naval

All-Navy Cartoon Contest
Earles L. McCaul, ATW3, USN

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"Where's the head what?"



"You landed it! You get it off."

aircraft, such as jet engine starters, tractors, cranes and mobile power units.

Many of them are already familiar with their new designation since most were selected for the AS rating from jobs which formerly serviced support equipment. Those include, but are not restricted to, AD, AE, AM, EM, EN and MM ratings.

The conversion was made pay grade for pay grade. However, those persons scheduled for advancement in their previous rating will be advanced in their new AS occupation.

The first Navy-wide examinations for advancement within the AS rating are scheduled during the next year. Examinations for promotion to E-4 will be given in February; in May to pay grades E-8 and E-9; and in August to E-5, E-6, and E-7.

If otherwise qualified to take the examination for their previous rating, those E-4 through E-6 members, who have recently been selected for the AS rating, are authorized to participate in the February exams for their former rating. If advanced, they will be promoted to the appropriate AS rate.

To aid in training prospective AS technicians, a Class A school is being established at NATTC Memphis.

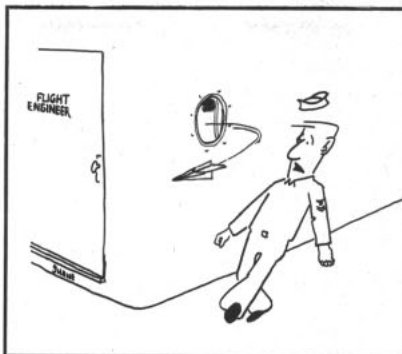
From there the path of advancement spans from E-4 to the warrant officer rank of Aviation Maintenance Technician, or to LDO (Aviation Maintenance).

Although a rating badge design has been approved, the AS badges will not be available for Fleet distribution until after the first of the year. In the meantime, personnel will wear the badges of their previously held rate. The new badge displays the traditional aviation wings separated by a crossed lightning bolt and hammer.

There are three service ratings below E-6 offered within the new profession's structure—Electrical (ASE), Hydraulic and Structure (ASH), and Mechanical (ASM). Members in pay grades E-6 through E-9 hold the general classification.

The ASE technician will be concerned with automotive electrical systems including generators, starters, lights, and ignitions. He will also be involved in the maintenance and operation of auxiliary electrical power units used in gas turbine compressors and air-conditioning

All-Navy Cartoon Contest
Michael L. Shane, FTG1, USN



systems, as well as other electrical and electronic circuits and components of aviation support equipment.

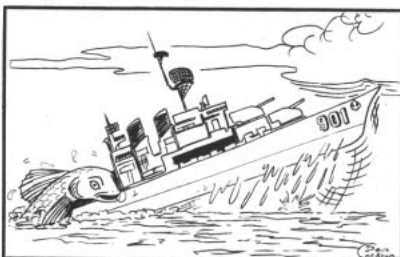
The ASH technician will perform mechanical tasks, such as body and fender work and painting of support equipment. In doing so, he will weld, braze, solder, cut, shape and patch metal. He must be able to repair brake systems, inspect and replace tires and tubes, and be familiar with various hydraulic units.

Knowledge of fuel systems, transmissions and differentials is required of the ASM technician. He repairs and operates gasoline and diesel engines of the support equipment. In addition, he maintains gas turbine compressors and air-conditioning systems used in servicing aircraft.

Now that selections have been made for personnel, their transition into proper billets has become the major concern. Word on these placements and information on sea/shore rotation will be published as soon as available.

Guidelines to follow for future conversions to the AS rating may be found in BuPers Notice 1430 of 18 Aug 1966 and BuPers Inst 1440.5D.

All-Navy Cartoon Contest
David E. Cockrum, YN3, USN



"This is the Captain speaking . . . There will be no more fishing from the fantail until further notice!"

A Few Precautions on Your Part Will Ensure Arrival Of Your Christmas Mail

Many Christmas packages mailed this year probably won't be delivered until after the Yule season.

This is primarily because senders of these parcels will address them improperly and generally fail to use correct ZIP codes.

These misguiding errors also slow down our daily official mail service in CONUS and overseas. If you're uncertain as to the correctness of an official address, check either the *Standard Navy Distribution List*, Part I (OpNav P09B23-107) or the *Catalog of Naval Shore Activities* (OpNav P09B23-105). The SNDL also contains location numbers of commands serviced by APO and FPO.

As for proper ZIP code numbers for both official and personal mail, they are listed in the *National ZIP Code Directory* (POD Publication 65). Your postal clerk should have one available. If not, your supply office may order one from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20420. Price: \$7.

There are still other means by which you can insure that your mail is delivered quickly. One is to become familiar with surface and air pickup schedules.

Change-of-address notices are also important. Whenever you arrive at a new command or are about to be transferred to another, notify your correspondents of your new address as soon as possible. You should use only the official address as authorized by the commanding officer.

In addition, commands can help reduce mail delays in numerous ways. Among them are:

- Post addresses and ZIP codes on bulletin boards and in ship and station newspapers.
- Overprint, stamp or type ZIP codes on stationery that is currently in stock.
- Insure that ZIP codes are included on addresses printed by addressograph or automatic electronic data processing machines. This becomes mandatory 1 Jan 1967.

Improving the speed of our Navy Postal Service is an all hands effort. Remember the above guidelines and encourage your shipmates to use ZIP in their mail home.

Here Are the Regs on Proper Address of Enlisted Personnel

IT'S OFFICIAL NOW. On the basis of recommendations by the SecNav Retention Task Force, enlisted personnel will not, in formal usage, be addressed by their last names only. However, for everyday on-the-job situations, no change is intended in the customary usage of last names only for enlisted personnel in pay grades E-6 and below. Chief petty officers (E-7 through E-9) will still be addressed as "Chief" or "Chief Jones".

The formal oral presentation of enlisted personnel will now be, for instance, "May I present Petty Officer Williams". In the case of E-8 and E-9 members, the "Senior" or "Master" will be prefixed where appropriate. Those persons E-3 and below will be addressed according to their rate, such as Seaman, Fireman, Airman, Hospitalman, etc.

There are three major changes in addressing personnel in writing.

For correspondence such as official letters, permanent change of station and TAD orders and directives, the man's rate and pay grade will precede his name. For example, addressing correspondence is as follows: BM2 Robert Francis Williams, USN, 999 99 99. In the text of the correspondence, he will be referred to as "Petty Officer Williams," or, if an FN, as "Fireman Williams".

In official correspondence where the NEC code is required or considered meaningful, it may be added after the serial number.

Salutations for informal letters and non-official correspondence will be the same as the formal oral address or, "Dear Petty Officer (or Seaman) Williams". When addressing the correspondence, however, the man's name will appear in the same manner used for official correspondence.

On certificates and awards, the man's name, his rating and branch of service should be fully written out in this order:

Robert Francis Williams

Boatswain's Mate Second Class, U.S. Navy

However, if this format does not lend itself to the arrangement of the pre-typed wording on certificates, the format may be adjusted to fit the certificate.

This is true also in the case of certain forms, reports, alphabetical listings and other similar material. The

Formal oral address

E-9—May I present Master Chief Petty Officer Williams.

E-8—May I present Senior Chief Petty Officer Williams.

E-7—May I present Chief Petty Officer Williams.

E-6, E-5, E-4—May I present Petty Officer Williams.

E-3, E-2, E-1—May I present Seaman/Fireman / Airman / Constructionman / Hospitalman/Dentalman/Stewardsman Williams.

Informal oral address

E-9, E-8, E-7—Good morning, Chief, or Good morning, Chief Williams.

E-1 through E-6—Good morning, Williams.

Salutations for informal letters and unofficial correspondence

E-9—Dear Master Chief Petty Officer Williams.

E-8—Dear Senior Chief Petty Officer Williams.

E-7—Dear Chief Petty Officer Williams

E-6, E-5, E-4—Dear Petty Officer Williams

E-3, E-2, E-1—Dear Seaman/Fireman/Airman / Constructionman / Hospitalman / Dentalman/Stewardsman Williams

Addresses for official and unofficial correspondence

E-9—BMCM Robert F. Williams USN, 999 99 99

E-8—BMCS Robert F. Williams, USN 999 99 99

E-7—BMC Robert F. Williams, USN, 999 99 99

E-6—BMI Robert F. Williams, USN, 999 99 99

E-5—BM2 Robert F. Williams, USN, 999 99 99

E-4—BM3 Robert F. Williams, USN, 999 99 99

E-3, E-2, E-1—Seaman / Airman / Constructionman / Hospitalman / Dentalman / Stewardsman Williams, USN, 999 99 99.

NOTE: In certain unofficial correspondence, when the service number is not readily available, it may be omitted.

Within text of official correspondence

E-9—Master Chief Petty Officer Williams

E-8—Senior Chief Petty Officer Williams

E-7—Chief Petty Officer Williams

E-6, E-5, E-4—Petty Officer Williams

E-3, E-2, E-1—Seaman/Airman/Constructionman / Hospitalman / Dentalman / Stewardsman Williams

However, an exception to the above may be made if it is necessary to indicate a man's rating in the body of a letter. In this instance, his rating may then be spelled out after his name, such as Petty Officer Williams, Boatswain's Mate Second Class, USN.

last name may be written first followed by other matter as desired in order to assist in rapid identification, tabulation and filing.

At left is quick-reference breakdown for addressing all enlisted men within their respective paygrades.

Exam Center Plans Revision Of Service Exams to Define PO Skills More Accurately

The technological advances of our fast moving Navy have had a significant effect on the individual Navyman's advancement in rate.

Sometimes he finds himself preparing to answer examination questions concerning skills which he is not required to perform and equipment and systems to which he does not have access.

These circumstances may be short-lived, however.

The Naval Examination Center is presently revising, for evaluation, four service rating exams which will focus more directly on specific skills within each rating.

They are:

- Fire Control Technician B (Ballistic Missile Fire Control).

- Fire Control Technician G (Gun Fire Control).

- Fire Control Technician M (Missile Fire Control).

- Sonar Technician O (Oceanographic Specialist).

Within the three FT ratings are seven examinations which cover specific skills of pay grades E-4 through E-7. Candidates may select one of the following: for FTB—MK 80 or MK 84 fire control systems; for FTG—gun or underwater fire control systems; and for FTM—Tallos, Tartar or Terrier weapons systems.

Only the E-5 exam is offered in the revised format and only for Oceanographic Specialist during this initial program.

Study guides for the revised ratings are expected to be available by February. This should allow sufficient time for active duty candidates to prepare for the first testing of the revised examinations in August 1967. Inactive duty personnel will take their exams in January 1968.

Pay grades E-4 and E-5 examina-

tions will contain 150 questions. These will be separated into sections which will relate to common skills and those areas of knowledge intimately connected with the rating.

Pay grade E-6 and E-7 exams for FT will consist of approximately 120 professional and 30 military and leadership questions.

Originators of the plan in the Bureau of Naval Personnel hope, as a result of this pilot program, to be able to expand similar revisions to other ratings which have special areas of identification. They believe if and when such a revision is further developed, it will enable the Navyman to concentrate more fully in his chosen field.

For a detailed description of the examination revisions, refer to BuPers Notice 1418 of 30 Aug 1966.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Stagecoach (WS) (C): Western; Ann-Margret, Michael Connors.

And Now Miguel (WS) (C): Drama; Pat Cardi, Michael Ansara.

Waco (WS) (C): Western; Jane Russell, Howard Keel.

Don't Worry, We'll Think of a Title: Comedy; Morey Amsterdam, Rose Marie.

A Place Called Glory (WS) (C): Western; Lex Barker, Pierre Brice.

Mister Buddwing: Drama; James Garner, Jean Simmons.

Last Plane to Baalbek: Action Drama; Rossana Podesta, Jacques Sernas.

Spy With My Face (C): Melodrama; David McCallum, Senta Berger.

The Glass Bottom Boat (WS) (C): Comedy; Doris Day, Rod Taylor.

The Ugly Dachshund (C): Comedy; Dean Jones, Suzanne Pleshette.

The Oscar (C): Drama; Stephen Boyd, Elke Sommer.

One Spy Too Many (C): Mystery Drama; Robert Vaughn, David McCallum.

All-Navy Cartoon Contest Peter A. Hansen, EN1, USN



"Sorry . . . had quite a run on clothing today . . . all we got left is hats, socks and shorts!"

Maya (WS) (C): Drama; Clint Walker, Jay North.

Fireball 500 (WS) (C): Melodrama; Annette Funicello, Frankie Avalon.

The Last of the Secret Agents? (C): Comedy; Marty Allen, Steve Rossi.

Boy, Did I Get a Wrong Number! (C): Comedy; Bob Hope, Elke Sommer.

The Group (C): Drama; Candice Bergen, Joan Hackett.

A Fine Madness (C): Comedy

Drama; Sean Connery, Joanne Woodward.

Johnny Tiger (C): Drama; Robert Taylor, Geraldine Brooks.

The Cat (C): Melodrama; Roger Perry, Peggy Ann Garner.

Pargo Launched

Soon to be introduced to our Silent Service's nuclear force is the nuclear attack submarine *Pargo* which was launched early this fall in Connecticut.

Designed to attack enemy surface ships and undersea craft, the new boat is 292 feet long and displaces 4060 tons.

Yorktown Daddies

During a recent visit to Hong Kong, the aircraft handling division aboard *USS Yorktown* (CVS 10) adopted an eight-year-old orphan.

The boy, Chow Hon Sang, was orphaned in 1964. He will be cared for by St Christopher's orphanage in Hong Kong and supported by contributions from *Yorktown's* V-3 division. The Navy men made an initial contribution of \$250 and have agreed to contribute that amount annually. Each Navy man in the division will donate about 50 cents each month.

It's Elementary

Navy men and Friends Build Subic School

Navy men throughout the world are inclined to take saw and hammer, and build something for someone, simply because it is needed. Those stationed at Subic Bay Naval Base, Philippines, are no exception.

In this case the object of all the hammering was a new schoolhouse which was badly needed by the children of nearby Dinalupihan.

The project was planned and sponsored by the Base Commander's staff, who got together one day and decided that Dinalupihan's old elementary school, a small one-room building, had to go.

Work on the quonset-style two-room schoolhouse began soon after, with Subic Navy men and the people of Dinalupihan sharing the workload.

A traditional groundbreaking ceremony was held, with Rear Admiral Donald G. Baer, the Base commander, officiating. The school

was built five feet off the ground, atop concrete piers—necessary, of course, to prevent flooding during the rains.

Specially prefabricated ribs, shaped like an arch with a base, were mounted on the foundation. The ribs, made of laminated wood, proved their strength when the still incomplete schoolhouse withstood the winds of typhoon *Irma*.

A group of visiting Seabees put the metal roof on, then workers moved in and paneled the walls and ceilings.

The volunteers built 50 desks, added three seesaws to the playground fixtures, and installed a flagpole and a bell in the schoolyard.

After some three months' work, the new school was turned over to Dinalupihan officials in ceremonies topped by a gala Philippine fiesta.

—Jack Ong, JO3, USNR

A Briefing on Standards of Conduct for Service Personnel

AS IS THE CASE with all regulations, it is wise for each Navyman to familiarize himself with the prescribed "standards of conduct" that have become policy for components under the Department of Defense.

Regulations require naval personnel to comply with the high ethical standards demanded of all public servants. These standards of conduct regulations are particularly aimed at preventing any possible conflict between private interests and official duties. They are based on standards prescribed by the President for personnel within all departments of the federal government, and on laws passed by Congress.

Generally, the standards require all personnel to refrain from any private business or professional activity, or from having any direct or indirect financial interest, which would place them in a position of conflict between their private interests and the public interests of the United States.

In particular, in the case of Navy-men, this applies to activities related to an individual's duties and responsibilities within the Department of Defense. Even though, technically, a conflict may not exist, individuals must avoid the appearance of such a conflict from a public confidence point of view.

Also prohibited is the use, or appearance of use, of "inside" information gained through a DOD position to further a private interest.

The regulations governing standards of conduct, contained in Sec-Nav Inst 5370.2D of 29 Jun 1966, do not preclude Navy-men from having financial interests or engaging in other legal financial transactions that do not create a conflict of interests.

Some acts which are prohibited include:

- Having dealings with military, ex-military or civilian personnel of the government if such action violates a statute or DOD policy.
- Pursuing activities in behalf of nongovernmental associations or organizations that are incompatible with an individual's government position;
- Soliciting and selling commercially to other military personnel junior in rank or rate (including, but not limited to, the solicitation and sale of insurance, stocks, mutual

funds, real estate, goods, commodities or services). Note: This prohibition does not apply to the one-time sale by an individual of his own personal property or private dwelling.

- Behaving in a criminal, infamous, dishonest, immoral or notoriously disgraceful manner, or any other way which would be considered prejudicial to the government.

- Accepting or agreeing to accept anything of value in return for performing or refraining from performing an official act.

The restrictions on accepting gratuities are covered in detail. Except as provided below, DOD personnel may not solicit or accept any gift, gratuity, favor, entertainment, loan or any other thing of monetary value from any person or organization which:

- (a) Is engaged or is endeavoring to engage in procurement activities or business or financial transactions of any sort with any agency of the DOD;
- (b) Conducts operations or activities that are regulated by any agency of the DOD; or
- (c) Has interests that may be substantially affected by the performance or nonperformance of the official duty of the DOD personnel concerned.

Any gratuity or consideration bestowed upon members of the immediate families of DOD personnel is viewed in the same light as those bestowed upon DOD personnel.

A gratuity includes any tangible

item, intangible benefits, discounts, tickets, passes, transportation and accommodations or hospitality given or extended to or on behalf of the recipient.

However, the regulations in this area take into consideration varied situations. The following circumstances do not violate prescribed standards of conduct:

(a) Instances in which the interests of the government are served by participation of DOD personnel in widely attended luncheons, dinners and similar gatherings sponsored by industrial, technical and professional associations for the discussion of matters of mutual interest to government and industry. Participation by DOD personnel is appropriate when the host is the association and not an individual contractor. However, acceptance of gratuities or hospitality from private companies in connection with an association's activities is prohibited;

(b) Situations in which the interests of the government are served by participation of DOD personnel in activities at the expense of individual defense contractors when the invitation is addressed to and approved by the employing agency of DOD. These activities include public ceremonies of mutual interest to industry, local communities and the department;

(c) Luncheons or dinners at a contractor's plant on an infrequent basis, when the conduct of official business within the plant will be facilitated and when no provision can be made for individual payment;

(d) Situations in which, in the judgment of the individual concerned, the government's interest will be served by participation of DOD personnel in activities at the expense of a defense contractor. In any such case when DOD personnel accept any gratuity, favor, entertainment or the like, either directly or indirectly, from any person or organization, a report of the circumstances should be made within 48 hours to the appropriate office;

(e) Accepting specialty advertising items of trivial intrinsic value;

(f) Customary exchange of social amenities between personal friends and relatives on a personal basis;

All-Navy Cartoon Contest
William R. Maul, CTC, USN



"Apparently there's some little misunderstanding here, Hoskins . . . You see, the command 'hand salute . . . Two!' doesn't really mean . . ."

(g) Accepting things that are available impersonally to the general public or classes of the general public;

(h) Accepting trophies, entertainment, rewards or prizes given to competitors in contests which are open to the public generally or which are officially approved for participation in by DOD personnel;

(i) Transactions between and among relatives which are personal and consistent with the relationship;

(j) Accepting loans from banks or other financial institutions on customary terms to finance proper and usual activities of employees such as home mortgage loans;

(k) Attending social activities engaged in by officials of the department and officers in command or their representatives with local civilian leaders as part of community relations programs;

(l) Utilizing contractor-provided local transportation while on official business and when alternative arrangements are clearly impracticable;

(m) Participating in civic and community activities when the relationship with the defense contractor can be reasonably characterized as remote; for example, participating in a little league or Combined Federal Campaign luncheon which is subsidized by a concern doing business with a defense agency;

(n) Receiving bona fide reimbursement, not prohibited by law, from other than defense contractors for actual expenses for travel and other necessary subsistence for which no government reimbursement is made. However, a member may not be reimbursed, and payment may not be made on his behalf, for excessive personal living expenses, gifts, entertainment or other personal benefits.

Except as provided above, personnel on official business may not accept contractor-provided transportation, meals or overnight accommodations in connection with such official business so long as government or commercial transportation or quarters are reasonably available. Where, however, the over-all government interest would be served in specific cases, the order-issuing authority may authorize contractor-provided transportation or overnight accommodations.

Several other regulations pertain-

ing to standards of conduct include:

- No officer or employee of the United States shall solicit contributions from other officers or employees to buy a gift for a superior; nor shall any such superior accept any gift from people who receive less salary than he.

- DOD personnel may not use government property of any kind for other than officially approved activities. Government facilities, property and manpower, such as stenographic and typing assistance, mimeograph and chauffeur service, may be used only for official government business.

- Civilian personnel and military personnel on active duty may not use their titles or positions in connection with any commercial enterprise, except as authors of material that has been properly cleared with the Department of Defense for publication.

- Retired military personnel and members of Reserve components not on active duty are permitted to use their military titles in connection with commercial enterprises. However, titles should not be used in

any way that casts discredit on the military services, and no implication should be made that sponsorship, sanction, endorsement or approval of the commercial enterprise has been made by any of the services or the Department of Defense.

Outside Employment

DOD personnel may not engage in any outside employment or other outside activity, with or without compensation, which:

(a) Interferes with, or is not compatible with, the performance of their government duties;

(b) Might bring discredit to the government or the DOD agency concerned; or

(c) Is inconsistent with other regulations, such as acceptance of a fee, compensation, gift, payment of expense or any other thing of monetary value in circumstances in which that acceptance may result in, or create the appearance of, a conflict of interest.

No enlisted member of the armed forces on active duty may be ordered, or officially permitted to leave his post during prescribed duty hours, to engage in civilian pursuits

WHAT'S IN A NAME

More to Red Hill Than Meets the Eye

There's a man-made honeycomb set into the mountains of Hawaii which feeds a swarm of busy bees—the ships of the U. S. Pacific Fleet.

Known as Red Hill, this serene, brush-covered knoll is actually a giant underground fuel and oil storage facility, overlooking Pearl Harbor, that is capable of holding nearly six million barrels. This capacity is held in 20 vaults, or tanks, erected vertically. They measure 250 feet high (as tall as a 25-story building) and 100 feet in diameter, thus the honeycomb effect.



The Pacific Fleet has been fed from Red Hill since World War II. Through three major pipelines, the facility can pump 40,000 barrels of oil and jet fuel per hour to almost any point in the Pearl Harbor Navy complex.

Construction required skillful engineering.

First, a 4350-foot tunnel was drilled from the foot of Red Hill through the center of the mountain's hogback. Shafts were then drilled from the top of the hill on either side of this main tunnel, through the imaginary center of the tanks, and then toward the center to connect with the passage.

A second tunnel was drilled into the hogback above and in line with the bottom one. It was a few feet below the tops of the proposed tanks, thereby allowing access into the hill for digging out the vaults.

Over a million and a half cubic yards of volcanic dirt and rock were dug from the hill. In turn, the vaults and tunnels were lined with 46 million pounds of steel, over a million square feet of wire mesh and over 400,000 cubic yards of concrete.

As a matter of further interest, some of the dirt taken from the mountain was used for highway and building construction. In fact, the six-story concrete Naval Supply Center building at Pearl Harbor was built with Red Hill rock.

or business, for emolument, hire or otherwise, if this action interferes with the customary or regular employment of local civilians in their art, trade or profession.

This does not prevent members of the armed forces from engaging in outside employment during their off-duty hours if it is not otherwise prohibited.

An active duty officer of the Regular Navy or Marine Corps may not be employed by any person furnishing naval supplies or war materials to the United States and continue to receive his service pay.

DOD personnel are encouraged to engage in teaching, lecturing and writing. However, they may not, either for or without compensation, engage in such activities when they are dependent on information obtained as a result of their government positions, except when that information has been published or is available to the general public or will be made available upon request. An exception may be made when the agency head gives written authorization for the use of non-public information on the basis that the use is in the public interest.

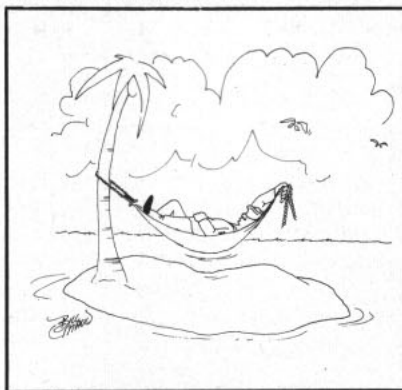
These regulations do not preclude DOD personnel from participating in the activities of national or state political parties as approved by current directives, nor participating in the affairs or accepting an award for a meritorious public contribution or achievement given by a charitable, religious, professional, social, fraternal, nonprofit educational, nonprofit recreational, public service or civic organization.

DOD personnel may not participate, while on government-owned or leased property, or while on duty for the government, in any gambling activity including the operation of a gambling device, in conducting a lottery or pool, in a game for money or property or in selling or purchasing a numbers slip. However, certain exceptions are made for games such as Bingo, when properly approved.

All government employees are expected to pay each just financial obligation in a proper and timely manner, especially one imposed by law such as federal state or local taxes.

In addition, besides conforming to the ethical standards of conduct required of government employees,

All-Navy Cartoon Contest
William R. Maul, CTC, USN



it is each individual's responsibility to report incidents in which they believe there has been a violation of a statute or policy. Such reports should be made to the immediate superior, and if the superior believes there has been a violation, he should report the matter for further action in accordance with existing procedures.

Another section of the policy dealing with standards of conduct requires certain individuals to file a statement of employment and financial interests.

These statements must be filed by:

- Personnel paid at a level of the Federal Executive Salary Schedule;
- Civil service employees in grade GS-16 or above;
- Civilian employees not covered by GS schedules who are in a position comparable to or higher than GS-16;
- Officers in grade O-7 or above;
- Board members of Armed Services Boards of Contract Appeals; and
- Civilians in Grades GS-13, -14 or -15, and officers O-5 and O6 whose basic duties and responsibilities require them to exercise judgment in making or recommending government action in regard to contracting or procurement; auditing; or other activities in which the decision or action has an economic impact on the interests of any non-federal enterprise. (See section XV.A of SecNav Inst 5370.2D, enclosure one, for amplification of this section.)

Every activity must review its positions in the categories of GS-13 through -15 and officers O-5 and O-6 and include in each billet or position description a statement as to whether the incumbent of the

position must file a statement of employment and financial interest. This determination should be reviewed at least annually, either at the time performance, efficiency or effectiveness ratings are given, or incident to other currently prescribed annual reviews.

Full information on these regulations is contained in SecNav Inst 5370.2D, which should be referred to if there is any question on current policy.

Correspondence Courses Range from Intelligence To Antisubmarine Warfare

One revised and three new correspondence courses have been issued for use by enlisted men. Four new courses for officers have been issued, and one formerly in use has been discontinued.

The courses for enlisted personnel are:

- Aviation Fire Control Technician 1 & C, NavPers 91635-2 (Confidential).
- Aviation Antisubmarine Warfare Technician 1 & C, NavPers 91697 (Confidential).
- Standard First Aid Training Course, NavPers 91217-H; supersedes NavPers 91217-G.
- Communications Yeoman 3, NavPers 91407.

The new officer correspondence courses are:

- Security of Classified Information, NavPers 10975-B.
- Navy Petroleum Supply, NavPers 10904-A.
- Disbursing, Part II, NavPers 10424.

ASW Operations, NavPers 10406-A has been discontinued.

The Defense Intelligence School is offering a correspondence course to all active and Reserve officers, and civilian employees of the Department of Defense in grades GS-7 and above who are working in intelligence and enlisted Navymen who have intelligence-related NECs.

The course covers: Principles of intelligence, international relations, communist world affairs, and unconventional warfare.

You may obtain further information and application forms from the Defense Intelligence School, Non-resident Course Division, U.S. Naval Station, Anacostia Annex, Washington, D.C. 20390.

Port Hueneme Alumni Are Changing the Face of the World

AS THE LAST week of boot camp draws to a close, anxious sailors wait for the most exciting news since their arrival at Recruit Training Command—orders telling them their next duty assignments.

The orders will assign these blue-jackets to a ship, shore station, or to a Navy service school.

For most future Seabees, their orders clearly read U.S. Naval Schools, Construction, Port Huene-me, Calif., known to students and other personnel as NAVSCON.

When a new Seabee reports aboard, he checks in at the "White House," school headquarters. Sometimes his school will not convene for a few weeks. When this happens he is assigned to General Detail. He is indoctrinated in the type of watches he will be standing, when inspections are held, and generally what is expected of him while he is assigned to NAVSCON.

A typical future Seabee is John A. Wolfe, constructionman apprentice, who spent his first few weeks at NAVSCON doing odd jobs at the Shop Stores Procedures office, while awaiting school.

Wolfe was taking a heavy equipment operator's course at a trade school in Pennsylvania before he enlisted. He felt that the Seabees offered him the best opportunity to apply what he had learned at the trade school and to develop more fully as a man. He is attending the 12-week basic Equipment Operators school.

The first few weeks of instruction concentrate mainly on theory, the reasoning behind the practical aspects of the trade. After the student fully understands the "why" of his trade, he puts his knowledge into practical application.

Of all the subjects they study, mathematics seems to give the students the most trouble.

"The greater ability the student has in math, the better chance he has in the schools at NAVSCON," an instructor commented.

This spring, all schools at NAVSCON, with the exception of the Engineering Aid and Draftsman schools, went on double shifts. Because of the double sessions, "night school," for students who were not keeping up academically, was dis-

continued. Supervised study, therefore, has been included in the day's schedule and is mandatory. The hour and a half study hall gives the student a chance to catch up on last night's homework or to prepare for an upcoming test.

Constructionman R. D. Ginn attended the 14-week basic Builders school. Unlike Wolfe, who was wondering what the school was like, Ginn was well on the road to discovering what it was like to be a Seabee. When he started school, his first main project was to build a sawhorse. "We thought it would be simple until the instructor told us we would be graded on the angle of the cuts and how well the joints fit together," he said.

While the student spends most of his time studying and working in his

particular field, he spends part of it in keeping fit. Each student averages about four hours of physical training a week, including military drill, swimming, softball, gymnasium workouts, and calisthenics.

Perry A. Knepper, a recent graduate from the 14-week basic Construction Electrician school, looked back on his school days and commented that "... the instructors did a very good job and were very helpful during the rougher phases of the course. I do feel that the course helped prepare me."

School goes by fast for the students at NAVSCON, and, once again orders are the topic of conversation around the barracks. And this time each man knows his next assignment will be as a Seabee.

—Perry A. Basch, JOSN

WHAT'S IN A NAME

Officer Candidate School

You probably have a shipmate who thinks he knows everything about the Navy, including all the ratings there are. Try this one on him—OCU12.

No doubt you already have figured out that it stands for Officer Candidate Under Instruction, Second Class, and that it designates those college graduates going through the Officer Candidate School at Newport, R. I., on their way to a commission in the Navy.

OCS has been in operation for more than 15 years. When the conflict in Korea began, and progressed into a lengthy land and sea campaign which involved the extensive use of naval forces, there was an increased need for trained junior officers.

This critical shortage, as well as the need for a large pool of young, trained Reserve officers, led to the establishment on 10 Apr 1951 of the Officer Candidate School.

The first class entered the Officer Candidate School 287 strong in late May, and formally began its training on 4 Jun 1951. Sixteen weeks later it was to graduate and provide the Navy with its first postwar group of young officers commissioned from a source outside those already established.

More than 53,000 officers have graduated from OCS since 1951. The school has attracted officer candidates from the 50 states and from 600 colleges and universities.

There are actually three distinct groups of students going through OCS in a given year. By far the largest is the group made up of officer candidates from the regular OCS pro-

gram, and those Navymen who have taken advantage of the NESEP program to get their degree.

Also part of the OCS campus is the Indoctrination School, to which warrant officer selectees and law specialists go for six weeks of training.

Each summer the school bulges with the addition of candidates in the Reserve Officer Candidate (ROC) program. These are college students who attend OCS for eight weeks during two summers, then enter the Navy as commissioned officers when they graduate from college.

From the beginning, the school's headquarters at the Newport Naval Base has been a group of 40 wooden buildings which were built as temporary structures during World War II. Now, however, the school is building a new campus with accommodations for 2000 students.

When the new campus is completed it will consist of eight buildings, two drill fields, a small craft facility, a swimming pool, and a recreation hall. The latest in teaching equipment will be installed, including a three-million-dollar computerized tactical trainer which will simulate the actual movements of a destroyer and will be used for instruction in the handling and deployment of ships.

The last day of the eighteen weeks is the big one for a student at OCS. This is the day he makes the transition from paygrade E-5 (OCU12) and begins his career as Ensign, U.S. Naval Reserve.

DECORATIONS & CITATIONS

★ ★ ★ ★ ★ ★ ★ ★

What does it take for a Navyman to earn the Medal of Honor?

The regulations say he must conspicuously distinguish himself in combat by gallantry and intrepidity at the risk of his life above and beyond the call of duty.

Since the Civil War, 730 Navy-men have been singled from among the brave to receive the nation's highest award. Marvin G. Shields, CM3, USN, is the first Navyman to be so honored for service in Vietnam.

Most heroes seem very much like the boy next door—nice guys, not particularly unusual until, in time of crisis, they do the most extraordinary things.

Marvin Shields was like that. The statistics on his life are similar to those of thousands of other Navy-men. He was born in Port Townsend Wash., on 30 Dec 1939 and went to school there. He joined the Navy in January 1962.

Shields was a Seabee attached to MCB 11 at Dong Xoai on 9 Jun 1965. It was near midnight when all hell broke loose. A mortar shell, or perhaps it was a rocket, soared over the camp and exploded in one of the



"For conspicuous gallantry and intrepidity in combat with the enemy at the risk of life above and beyond the call of duty . . ."

buildings—and that was only a polite opener. Everyone grabbed his weapons and manned the defenses.

It was a heavy attack and every mother's son at Dong Xoai had to fight for his life. Shields was one of the many who were wounded early in the game, but that didn't slow down his fighting.

When ammunition ran low, it was Shields who made several trips to the ammo trailer to resupply himself and his buddies. The path to the trailer covered 150 feet of ground exposed to mortar fire. The trailer itself was ablaze from earlier hits.

When the Viet Cong came pouring into the camp, Shields and the other defenders fell back. An American officer with both legs broken was seen lying in an exposed position and Shields, with the help of a buddy, carried him through a hail of VC bullets to the relative safety of the district headquarters building.

★ ★ ★ ★ ★ ★ ★ ★

The attack continued for hours with mortar and machine gun fire, grenades and flame throwers. Although Shields had already been severely wounded in the face, back and neck, he kept on firing and exposed himself to enemy bullets while lobbing grenades at the Viet Cong.

About the middle of the morning, a VC machine gun began spraying the headquarters building with lethal effect. When the lieutenant asked for a volunteer to go with him and knock out the machine gun, Shields, despite his wounds, volunteered.

The two men succeeded in their mission, probably saving many lives, but their work was not without penalty. Both were hit. Shields was hit badly.

Early in the afternoon, helicopters evacuated the wounded. Shields was among them but he died of his wounds later in the day.

In September, at the White House, President Johnson presented the nation's highest decoration to the young widow of Marvin Shields who, before he reached Dong Xoai, was much like the boy next door.



"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ COUSINS, RALPH W., Rear Admiral, USN, as Commander Carrier Division Nine during combat operations in Southeast Asia from 9 Jul 1965 through 14 Jan 1966. In his role as Commander of Attack Carrier Task Group 77.3 and 77.5, RADM Cousins conducted a sustained series of air strikes against major military and logistic targets in North Vietnam. During a major portion of this period, he was charged with the responsibility for planning, coordination and execution of the combined strike efforts of three attack carrier groups assigned to Task Force 77's Yankee Team. Under his direction, carrier strike groups destroyed over

140 highway and railroad bridges, 300 trucks, 55 watercraft, and numerous barracks, supply dumps and logistic installations in North Vietnam. During the height of the SA-2 surface-to-air missile threat, RADM Cousins developed anti-SAM tactics and directed one of the first successful strikes against an enemy missile installation.

★ PENDLETON, JONATHAN R., Captain, USN, as Commander of a Task Group engaged in special projects during the summer of 1965, for his contributions to the success of the operation.

★ MONROE, JACK P., Rear Admiral, USN, as Commander U.S. Naval Forces, Philippines/Commander in Chief, Pacific Representative, Philippines, from March 1963 to June 1966. RADM Monroe effectively promoted inter-country relations and established and nurtured effective channels for liaison, thereby furthering U.S. prestige and goodwill with foreign nations. In addition, he successfully coordinated logistic support to forces engaged in combat

in Southeast Asia and increased communications capabilities by formulating and expediting communications improvements in shore stations under his command. As a result, these installations were advanced well ahead of original plans, which enabled timely direction of forces in sensitive politico-military operations.



"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ CHAMBERS, LESTER S., Rear Admiral, USN, as Bureau of Naval Weapons Fleet Readiness Representative Atlantic, Naval Air Station, Norfolk, Va., from September 1962 to July 1966, for his substantial contributions to naval weapons superiority and for facilitating the

introduction and operational effectiveness of new naval weapons systems for the Atlantic Fleet.

★ COMBS, WALTER V., JR., Rear Admiral, USN, as Assistant Chief of Naval Operations (Manpower), from June 1964 to July 1966, for his role in the planning and implementation of the civilian substitution program with its complex civilian/military interrelationships.

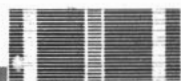
★ NEW, WILLIAM N., Rear Admiral, MC, USN, as Director of the Staff, Office of the Deputy Assistant Secretary of Defense (Health and Medical), for his work with the medical services of the three military departments in the procurement of medical personnel, the programing and construction of medical facilities, medical supply, medical planning and preventive medicine.

Gold Star in Lieu of Second Award

★ ROEDER, BERNARD F., Vice Admiral, USN, as Commander Amphibious Force, U. S. Pacific Fleet, from May 1965 to July 1966, for his work in achieving and maintaining the highest possible state of material and operational readiness, which has brought new strength and flexibility to the amphibious forces engaged in the Vietnamese theater of operations.

Gold Star in Lieu of Second Award

★ ZUMWALT, ELMO R., JR., Rear Admiral, USN, as Commander Cruiser-Destroyer Flotilla Seven, from July 1965 to July 1966, for his efforts as Chief Observer for Fleet Exercise Base Line and his part in Fleet Exercise Gray Ghost, which resulted in progressive improvement in many areas of Fleet capabilities and readiness.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ EDSON, DARRELL W., Lieutenant, USN, as a pilot in Attack Squadron 152, embarked in *uss Oriskany* (CVA 34), during an air search and rescue attempt in North Vietnam on 13 Nov 1965. When alerted that a U. S. Navy aircraft had been shot down, LT Edson proceeded immediately to the scene and descended into the search pattern to identify the downed pilot visually amidst the myriad of North Vietnamese people who were surrounding the area. Although visibility was restricted by low ceilings and rain, and despite a continuous barrage of enemy small arms fire, he made several exceptionally low passes at bush-top level in an attempt to divert the captors and possibly allow the pilot to evade. LT Edson

courageously remained in the search area until his wingman suffered a hit and was forced to retire from the area. Later inspection revealed that LT Edson's aircraft had sustained 12 hits of various sizes.

★ HALVERSON, RICHARD KENNETH, Lieutenant Commander, USN, while attached to Attack Squadron 195, embarked in *uss Bon Homme Richard* (CVA 31), on 23 Sep 1965. LCDR Halverson, flying on a road reconnaissance, displayed extraordinary skill by destroying a bridge in North Vietnam. His attack resulted in the complete collapse of the bridge span and supporting structure into the river bed. LCDR Halverson's marksmanship in an area of known enemy ground fire was in keeping with the highest naval traditions.

★ HOPPS, GARY D., Lieutenant, USNR, posthumously, as a pilot in Attack Squadron 145, embarked in *uss Ranger* (CVA 61), during a reprisal attack against a vital North Vietnamese communications link consisting of a highway bridge and an overpass over a road junction, on 10 Feb 1966. As a member of a three-plane flight, LT Hopps carried out bold and aggressive attacks in the face of intense enemy antiaircraft fire, scoring direct hits on the bridge with his two 500-lb bombs and direct hits on the overpass and road junction with the remainder of his bombs. LT Hopps' aircraft was last seen enveloped in enemy antiaircraft fire, after which it crashed and disintegrated on impact in the immediate vicinity of the target area. Through his determined and heroic efforts, he contributed materially to the effort of the U. S. in the Vietnam conflict at the cost of his life.

★ MCWHORTER, HENRY S., Lieutenant, USNR, posthumously, as pilot of an unarmed jet photographic aircraft in Light Photographic Squadron 63, Detachment Golf, during a coordinated strike mission against a military target in North Vietnam on 23 Aug 1965. Assisting the jet attack element in locating the target area, LT McWhorter, in the face of intense enemy antiaircraft fire, orbited over the target in his unarmed aircraft while simultaneously transmitting a radio signal to the attacking aircraft, thereby allowing them to home on the target.

★ SHAW, EDWARD B., Lieutenant (jg), USNR, posthumously, as a pilot serving with Attack Squadron 165, embarked in *uss Coral Sea* (CVA 43), while conducting a rescue mission in North Vietnam on 17 May 1965. After locating a downed Air Force pilot deep in enemy territory, LTJG Shaw proceeded to a rendezvous with rescue helicopters and provided protective cover while guiding them to the scene. He carried out re-

peated strafing and rocket attacks on enemy forces in the immediate area while the helicopters were completing the rescue. LTJG Shaw, by his skill and courage in the face of enemy fire, contributed materially to the success of the rescue operation.

Gold Star in Lieu of Second Award

★ THOMAS, HARRY E., Commander, USN, posthumously, as Commanding Officer of Attack Squadron 153, serving aboard *uss Coral Sea* (CVA 43) as a member of the U. S. Seventh Fleet, during the period 7 February to 13 Aug 1965. Planning and coordinating many major strikes conducted by *Coral Sea* aircraft against targets in North Vietnam, CDR Thomas, as airborne strike leader, was the first to arrive on target, positively identify it, deliver his ordnance and remain in the immediate target area to control and coordinate the remainder of the strike. During this period, he led successful massive air strikes against such heavily defended targets as Vinh, Than Hoa, the Dong Phuong Thong Bridge and the Puc Loi Naval Depot. On two occasions he guaranteed success of the missions by personally dropping bridge spans. On another occasion he led two successive strikes to account for the destruction of two PT boats and damage to a third. Particularly effective on night reconnaissance missions, CDR Thomas, using self-developed tactics, was consistently able to locate and destroy enemy vehicular traffic. On 13 Aug, he lost his life when his aircraft was hit by enemy fire and crashed while he was leading a small strike group on a low-level mission against an enemy surface-to-air missile site.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MCKNIGHT, LEE T., Fire Control Technician 1st Class, USN, while serving aboard *uss Albany* (CG 10) at sea approximately 200 miles east of Cape Hatteras, N. C., on the morning of 5 Mar 1966. A fellow sailor was washed overboard from *uss Aucilla* (AO 56). He was sighted by *Albany* lookouts, and the cruiser was immediately maneuvered into position to attempt a rescue. McKnight, responding to the cries for help from the injured and nearly exhausted victim, leaped from *Albany* into the 12-foot seas churned by gale force winds and swam approximately 20 yards to the victim. Towing the man toward the ship, he succeeded in attaching a recovery line to him and helped him aboard. By his prompt and courageous actions, McKnight saved the life of another man at the risk of his own.

TAFFRAIL TALK

TO KEEP THE NAVY STEADY on its course, rules and regulations have been evolved over the years as a guide to enable it to meet almost any contingency.

All very reasonable. But life being what it is, a situation sometimes arises when, one would think, NO rules could possibly fit. Here are a few for-instances, based upon months of desultory research:

Take fireflies, for instance. What possible use could the Navy make of 25,000 fireflies?

Simple. At the peak of the firefly season this spring, the Naval Weapons Lab at Dahlgren, Va., issued a call for 25,000 fireflies as a part of a study of light-producing materials.

Where did they get 25,000 fireflies? One doesn't just requisition them.

Simple again. They promised every kid in the neighborhood a penny apiece, in lots of 25, for every firefly they caught.

We never did hear how the Lab made out.

★ ★ ★

And then there's the destroyer—uss *O'Brien* (DD 725), to be precise—which not too long ago crossed two mountain ranges, sailed 180 miles up the Columbia River and went through the locks at Bonneville Dam. Then it took part in a rodeo. All in one day, too.

There were reasons. The principle motivation was a demonstration that seagoing vessels really could reach the "inland port" of Dallas, Wash., from the Pacific Ocean. As *O'Brien* is 376 feet long and draws 19 feet, it was a convincing demonstration.

As a further statistical sidelight, of the 300 men of the crew, 19 participated in the rodeo. They were unanimous in their opinion that the bridge of a destroyer in rough weather is preferable to the bridge—if that's the word—of a bucking bronco.

★ ★ ★

And now they're using helicopters to haul concrete. Not as a regular thing, of course.

As a rule, cement work is pretty routine. It's mixed in the cylinder of a cement truck which is driven to the construction site, it's poured into the forms, and that's that.

Not this time. The site happened to be at the top of the 700-foot Ulupau Crater at the Kaneohe Marine Corps Air Station. The station needed a foundation for the new radar equipment that was being installed. The only way up was a steep, unpaved road, impassable to anything but four-wheel drive vehicles.

Several methods of getting the concrete to the top were considered. Navy engineers first considered mixing it at the top. But this idea was discarded as too expensive because equipment small enough to maneuver the road could not mix large enough quantities of concrete. Hauling pre-mixed concrete by four-wheel vehicles was scrapped for the same reason.

Then a Hawaii helicopter firm was found which had done similar work in the past. The Navy immediately contracted the firm to haul the concrete in modified 55-gallon drums.

Concrete trucks were driven to an open field at the base of the crater and the "chopper" began a shuttle run carrying full drums up and empty drums down, making round trips in less than three minutes.

The cement work was done in three days, the entire project in one week.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

Answers to Quiz Aweigh

Quiz Aweigh may be found on page 49

1-I; 2-M; 3-E; 4-J; 5-L; 6-H; 7-F; 8-G; 9-C; 10-D; 11-B; 12-A; 13-K; 14-N.

• **AT RIGHT:** TWO TIMER—Attack aircraft carrier USS *Ranger* (CVA 61) simultaneously receives fuel and supplies while underway in the South China Sea. Guided missile destroyer USS *Strauss* (DDG 16) maneuvers at the carrier's starboard.—Photo by Jean Cote, PH1, USN.



MIDGET FLEET...



WITH A GIANT PUNCH!